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Abstract In August 1991, the sixth in a series of national surveys on community attitudes to road safety was conducted. This report contains results from Wave VI and, where possible, comparative results since 1986. Issues covered in the survey include causes of road crashes, perceptions of police enforcement of road rules, attitudes to drink driving and random breath testing, driving behaviour, seat belt use and views held regarding various road user groups.

Keywords

COMMUNITY ATTITUDES, PERCEPTIONS, SURVEYS, ROAD SAFETY

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COMMUNITY ATTITUDES TO ROAD SAFETY

Community Attitudes Survey

Wave VI

Report Prepared for

Federal Office of Road Safety

5th Floor
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January 1992

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Executive Summary

This report presents findings from a nation-wide telephone survey of 1,039 respondents aged 15 years and over, conducted in August, 1991. It is the sixth in a series of Community Attitude Surveys conducted for the Federal Office of Road Safety to monitor key community attitudes towards road safety.

This report discusses findings of this sixth wave with reference to reported findings from the previous waves, and comparisons of results where appropriate.

The major findings from Wave VI were as follows:

- * Among issues of concern to the public, economic issues were uppermost in people's minds. The economy/economic problems remained relatively stable at 46% while unemployment rose from 19% in Wave V to a record high 46% in Wave VI. Road crashes/drink driving was one of two issues of concern to the public that dropped markedly between Wave V and Wave VI. Only 7% of people saw road crashes/drink driving as an issue of concern, a drop of 8% since Wave V and 16% since Wave IV. The environment was the other issue recording a marked drop, falling 11% since Wave V to 33%. Other issues of concern remained relatively stable compared with previous waves
- * As with previous waves, speed/excessive speed (51%) and drink driving (51%) were identified most often as factors leading to road crashes. Mention of speed/excessive speed has remained relatively constant through all waves while mention of drink driving decreased for the third successive wave.

- * Road conditions/congestion and careless/negligent driving were both named by 21% of people as a major factor leading to road crashes. Inattention/lack of concentration was mentioned by 16% of people followed by road design/poor signs (15%), driver attitude/impatience (14%), driver fatigue (14%) and driver inexperience (12%). All other factors were named by 7% or less of people as contributing to road crashes.
- * Alertness/reaction time (34%) and concentration (17%) remained the skills most often mentioned as important for safe driving, and the only two skills to be named by more than 8% of people.
- * Most people continued to name speeding/excessive speed (60%) as the reason motorists are most often stopped by the police. Random breath testing was mentioned by 14% of people while all other reasons continued to be named by 8% or less of people.
- * Agreement with random breath testing remained very high at 97%. The percentage of people who had been breath tested in the last 6 months (21%) was also consistent with results from previous wave. This percentage varied considerably between States and Territories.
- * A majority of people (56%) continued to support the fitting of speed limiters.
- * In Wave VI, support for a zero blood alcohol content for new drivers rose for the first time. In Wave VI, 84% of people supported this restriction compared with 80% in previous waves. Support for restricting young drivers from driving late at night rose to 21% while the number of people supporting restrictions on young drivers from carrying their friends as passengers dropped for the second successive wave (15%, down 4% since Wave V).

- * For the first time 'If I am driving, I don't drink' replaced 'If I am driving, I restrict what I drink' as the most commonly held attitude towards drinking and driving (41% cf 39%). Other attitudes towards drinking and driving remained relatively stable compared with previous waves.
- * For the second consecutive wave, the number of people who said they would drive at the legal speed limit remained higher than the number who said they would not. 76% of the people who said they would drive at speeds other than the legal limit said they travel faster than the legal limit.
- * The usage of seat belts continued to increase. The number of people who always used their seat belt in the front seat rose to 94% while the number always using a seat belt in the rear seat rose to 82%. The number of people who always placed children in a seat belt or child restraint, asked for the first time in Wave VI, was 82%.
- * 74% of people felt that radar and speed cameras were misused to some extent to collect money from fines. Not surprisingly, this attitude was more strongly held by people who had received a penalty for speeding.

1. Introduction

The Roy Morgan Research Centre (RMRC) was commissioned by the Federal Office of Road Safety (FORS) to conduct a survey monitoring community attitudes towards various aspects of road safety.

The survey was conducted in August, 1991 and followed a methodology developed by FORS in October, 1986. This was the sixth wave in an ongoing survey of community attitudes to road safety, the five previous waves being

- Wave I - October, 1986. Printed as FORS Report CR 52
- Wave II - June, 1987. Printed as FORS Report CR 73
- Wave III - May, 1988. Printed as FORS Report CR 74
- Wave IV - February, 1989. Printed as FORS Report CR 85
- Wave V - November 1990. Printed as FORS Report CR 93.

The purpose of Community Attitudes Survey Wave VI was to monitor the attitudes towards the following issues affecting road safety:

- The importance of road safety relative to other issues of importance to the community;
- Awareness of upgrading of highways linking capital cities and which level of government funded that upgrading;
- Factors leading to road crashes;
- Skills considered to be most important for safe driving;
- Reasons motorists are most frequently stopped by police;
- Attitudes to random breath testing (RBT);
- Fitting of speed limiting devices to vehicles;
- Types of licences held;
- Zero blood alcohol levels, imposition of curfews and passenger limitations for young drivers;
- Attitudes to drinking and driving;
- Driving within the legal speed limit;
- Wearing of seat belts in front and back seats;
- Length of time licence held; and
- Rate of vehicle usage.

In Wave VI the following topics were added to the survey:

- Recent speed penalties;
- Use of child restraints;
- Perceptions regarding the misuse of speed detection devices;
- Likelihood of purchasing a hand held breath alcohol tester;
- Agreement with pooling road crash information for research purposes;
- Recall of seat belt advertising and inherent message; and
- Recent road crash experience.

2. The Questionnaire

The questionnaire used in Wave VI (see Attachment A) was based upon the questionnaire used in Wave V (November 1990). Modifications to the questionnaire were made based upon consultation with, and approval of, the Federal Office of Road Safety (see Attachment B for details of those changes).

3. Survey Methodology

3.1 Sample Design

An Australia-wide sample of 1,039 male and female respondents was surveyed by telephone using the Computer Assisted Telephone Interviewing (CATI) system.

The sample was selected randomly from white pages telephone directory listings. Quotas were established to ensure equivalent representation of males and females in each region and weighting was applied by area, age and sex in accordance with figures provided by FORS (see Attachment C for a detailed breakdown of sample distribution and quotas).

3.2 Interviewing

The interviewing was conducted nation-wide during the evenings of August 8th, 9th and 12th, 1991. All interviewers were under strict control of field supervisors, including direct monitoring of the telephone interview and of data recorded on the VDU, at a remote location using a telephone interview monitoring system.

3.3 Processing

Coding and processing of the data was undertaken by trained staff within the Melbourne office.

4. Sample Characteristics

Details of the final sample characteristics, and comparative data from the prior five waves are presented below.

Demographic Characteristics

| <u>Characteristics</u> <u>Wave:</u> | <u>Unweighted Sample Percentage</u> | | | | | |
|--|-------------------------------------|--------|--------|--------|--------|--------|
| | I | II | III | IV | V | VI |
| Base: | (1033) | (1046) | (1007) | (1051) | (1039) | (1039) |
| <u>Age</u> | | | | | | |
| 15-16 | 4 | 5 | 6 | 4 | 3 | 5 |
| 17-19 | 7 | 5 | 6 | 6 | 6 | 7 |
| 20-24 | 11 | 12 | 11 | 11 | 9 | 12 |
| 25-29 | 11 | 13 | 12 | 11 | 13 | 9 |
| 30-39 | 20 | 23 | 21 | 20 | 25 | 24 |
| 40-49 | 14 | 19 | 20 | 15 | 17 | 15 |
| 50-59 | 14 | 12 | 11 | 12 | 10 | 13 |
| 60+ | 18 | 16 | 14 | 20 | 18 | 15 |
| <u>Sex</u> | | | | | | |
| Male | n/a | 51 | 50 | 50 | 50 | 52 |
| Female | n/a | 49 | 50 | 50 | 51 | 48 |
| <u>Occupation</u> | | | | | | |
| Student | 9 | 8 | 10 | 10 | 9 | 11 |
| Home Duties | 18 | 18 | 18 | 12 | 16 | 13 |
| Employed | 57 | 56 | 59 | 58 | 58 | 56 |
| Retired | 14 | 16 | 11 | 18 | 15 | 16 |
| Unemployed | 1 | 2 | 2 | 2 | 3 | 4 |
| Refused | 1 | - | * | * | - | - |
| <u>Highest Education Level</u> | | | | | | |
| Primary | 7 | 7 | 6 | 6 | 5 | 5 |
| Secondary | 55 | 56 | 57 | 59 | 56 | 59 |
| Trade/TAFE | 17 | 16 | 15 | 13 | 17 | 15 |
| Tertiary | 19 | 19 | 21 | 21 | 22 | 20 |
| Other | 2 | 2 | 1 | 1 | 1 | 1 |
| <u>Driver Characteristics: Licence Held</u> | | | | | | |
| Have Current Licence or Permit | 81 | 84 | 82 | 85 | 86 | 86 |
| Not Current/Held Previously | 3 | 3 | 3 | 4 | 3 | 3 |
| Never Held | 16 | 14 | 14 | 11 | 11 | 11 |
| <u>Driver Characteristics: Licence Type</u> | | | | | | |
| Car-learners permit | 3 | 4 | 2 | 3 | 2 | 2 |
| Car-provisional | 4 | 3 | 1 | 3 | 2 | 2 |
| Class 1 | 91 | 88 | 82 | 91 | 84 | 94 |
| Heavy Vehicle Licence | 14 | 13 | 11 | 10 | 12 | 15 |
| Bus Licence | n/a | n/a | n/a | n/a | 2 | 3 |
| Tractor Licence | 4 | 2 | 3 | 3 | n/a | - |
| Motorcycle - learners permit | 1 | * | 1 | * | 1 | * |
| Motorcycle - provisional | * | * | * | * | 1 | 1 |
| Motorcycle - full licence | 8 | 9 | 10 | 9 | 12 | 12 |
| taxi or hire car | n/a | n/a | n/a | n/a | * | * |

- : not mentioned

* : less than 0.5%

n/a : not applicable

Sample Characteristics cont.

Details of extra sample characteristics from Wave VI are presented below.

| | Unweighted | Weighted |
|---|------------|----------|
| <u>Length of Time Licence Held</u> | | |
| Up to 3 Years | 9 | 10 |
| More than 3 Years | 80 | 79 |
| Don't Know | * | * |
| <u>Frequency of Driving</u> | | |
| Every Day | 71 | 71 |
| 4-6 Days a Week | 7 | 7 |
| 2-3 Days a Week | 6 | 6 |
| At Least Once a Week | 1 | 2 |
| Less Than Once a Week | 2 | 2 |
| Never | 2 | 2 |
| <u>Penalty for Speeding</u> | | |
| Yes | 9 | 9 |
| No | 91 | 91 |
| Don't Know | * | * |
| <u>Road Accident Details</u> | | |
| Someone Killed/Hospitalised | 1 | 1 |
| Someone Injured/Not Hospitalised | 3 | 2 |
| Major Vehicle Damage | 8 | 8 |
| None of the Above | 3 | 4 |
| Been in a Road Crash in Last 3 Years | 15 | 15 |
| Not Been in a Road Crash in Last 3 Years | 85 | 85 |

5. Detailed Findings of Wave VI

The findings from this survey are presented graphically and in summary tables where comparisons with previous waves are possible. These comparisons are based upon the report for Wave V (CR93) supplied by the FORS.

In interpreting survey results, it should be remembered that all sample surveys are subject to sampling variance, that is, the extent to which the results may differ from what would be obtained if the whole population had been interviewed. The size of such sampling variance depends largely on the number of responses that contribute to an individual table cell. For more details on how to take account of the sampling variation associated with these estimates see Attachment D.

5.1 Issues of Importance to the Community

Respondents were asked:

"What issue facing the Australian community today is of MOST importance to you?" and "What is the next most important issue of concern to you?"

The current economic situation in Australia appears to be reflected in what people see as important issues of concern. Unemployment has become noticeably more important to the community since Wave V, while issues such as the environment and road crashes/drink driving have become less important. Issues such as the economy/economic problems, crime and violence, war and terrorism, and politics have remained stable since the last wave.

Road crashes/drink driving dropped in importance for the second consecutive wave. Only 7% named road crashes/drink driving as an issue of concern compared with 15% in Wave V and 23% in Wave IV.

- * The issue of road crashes/drink driving was more important among people aged 24 or less (11%) than among people aged 25 or over (6%).
- * Road crashes/drink driving was of more importance to women than men (9% cf 6%).
- * Road crashes/drink driving was of greater concern in country areas than capital cities (9% cf 6%) with concern in individual states ranging between 16% in Queensland and 3% in New South Wales.

Of the other issues considered important to the community, the economy/economic problems and unemployment were mentioned most often (both 46%). Mention of the environment fell 11% since Wave V to 33%. Crime and violence remained stable at 33% followed by politics (15%), war and terrorism (4%), and education (1%). 7% of people named various other issues as being of importance to the community.

TABLE 1: COMMUNITY ISSUES OF CONCERN TO THE PUBLIC

| Wave | TOTAL MENTIONS | | | | | FIRST MENTIONS | | | | | SECOND MENTIONS | | | | |
|---|----------------|---------|---------|--------|---------|----------------|---------|---------|--------|---------|-----------------|---------|---------|--------|---------|
| | I % | II % | IV % | V % | VI % | I % | II % | IV % | V % | VI % | I % | II % | IV % | V % | VI % |
| The economy/economic problems | 32 | 29 | 36 | 47 | 46 | 20 | 20 | 22 | 30 | 26 | 12 | 9 | 14 | 17 | 20 |
| Unemployment | 31 | 31 | 21 | 19 | 46 | 19 | 20 | 9 | 8 | 25 | 12 | 11 | 12 | 11 | 21 |
| Crime and violence | 7 | 8 | 41 | 31 | 33 | 3 | 3 | 20 | 13 | 18 | 4 | 5 | 21 | 17 | 14 |
| The environment | 3 | 3 | 32 | 44 | 33 | 1 | 2 | 18 | 27 | 14 | 2 | 1 | 14 | 17 | 19 |
| Politics | 10 | 15 | 20 | 13 | 15 | 5 | 7 | 10 | 5 | 6 | 5 | 8 | 10 | 8 | 9 |
| Road crashes/drunk driving | 5 | 5 | 23 | 15 | 7 | 2 | 1 | 10 | 5 | 2 | 3 | 4 | 12 | 10 | 6 |
| Immigration | - | - | 2 | 4 | - | - | - | 2 | 1 | - | - | - | 1 | 3 | - |
| War and terrorism | 12 | 9 | 7 | 3 | 4 | 6 | 3 | 2 | 2 | 1 | 5 | 6 | 5 | 2 | 3 |
| Housing | - | - | 1 | - | - | - | - | 1 | - | - | - | - | * | - | - |
| Education | - | 2 | 1 | 2 | 1 | - | 2 | 1 | 1 | 1 | - | - | * | 1 | * |
| Drug problems | 17 | 15 | 2 | 2 | - | 8 | 7 | 1 | - | - | 9 | 8 | 1 | 1 | - |
| Civil rights/freedom | - | - | 2 | 1 | - | - | - | 1 | - | - | - | - | 2 | 1 | - |
| Inflation/interest rates/cost of living | 20 | 15 | 16 | 1 | - | 13 | 6 | * | 1 | - | 7 | 9 | * | - | - |
| Younger people/youth affairs | 4 | 7 | 1 | 1 | - | 2 | 4 | 1 | 1 | - | 2 | 3 | 1 | 1 | - |
| All other | 35 | 30 | 2 | 13 | 7 | 15 | 6 | 3 | 8 | 3 | 20 | 23 | 2 | 4 | 4 |
| Don't know | 25 | 35 | 1 | 5 | 8 | 6 | 22 | 2 | 2 | 3 | 19 | 13 | 4 | 3 | 5 |
| Total | 201 | 204 | 208 | 201 | 200 | 102 | 103 | 103 | 104 | 99 | 100 | 100 | 99 | 96 | 101 |

* less than 0.5%.

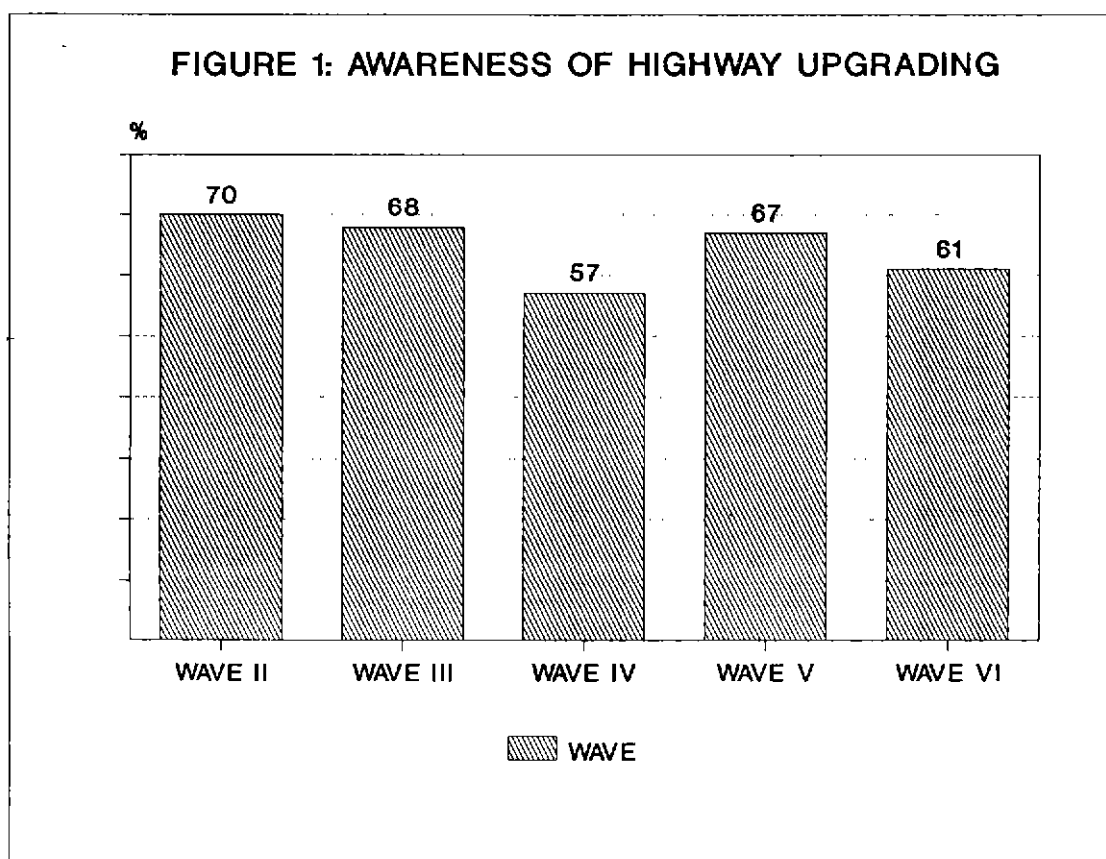
In Wave I and II drug trafficking and drug problems were coded together. In Wave IV drug trafficking was coded with crime and violence.

5.2 Highway Upgrading

5.2.1 Respondents were first asked:

"Are you aware that the highways which link our capital cities are currently being upgraded?"

Awareness of highway upgrading was 61% in Wave VI, a drop of 6% since Wave V. This was the third successive wave in which awareness of highway upgrading has changed markedly.



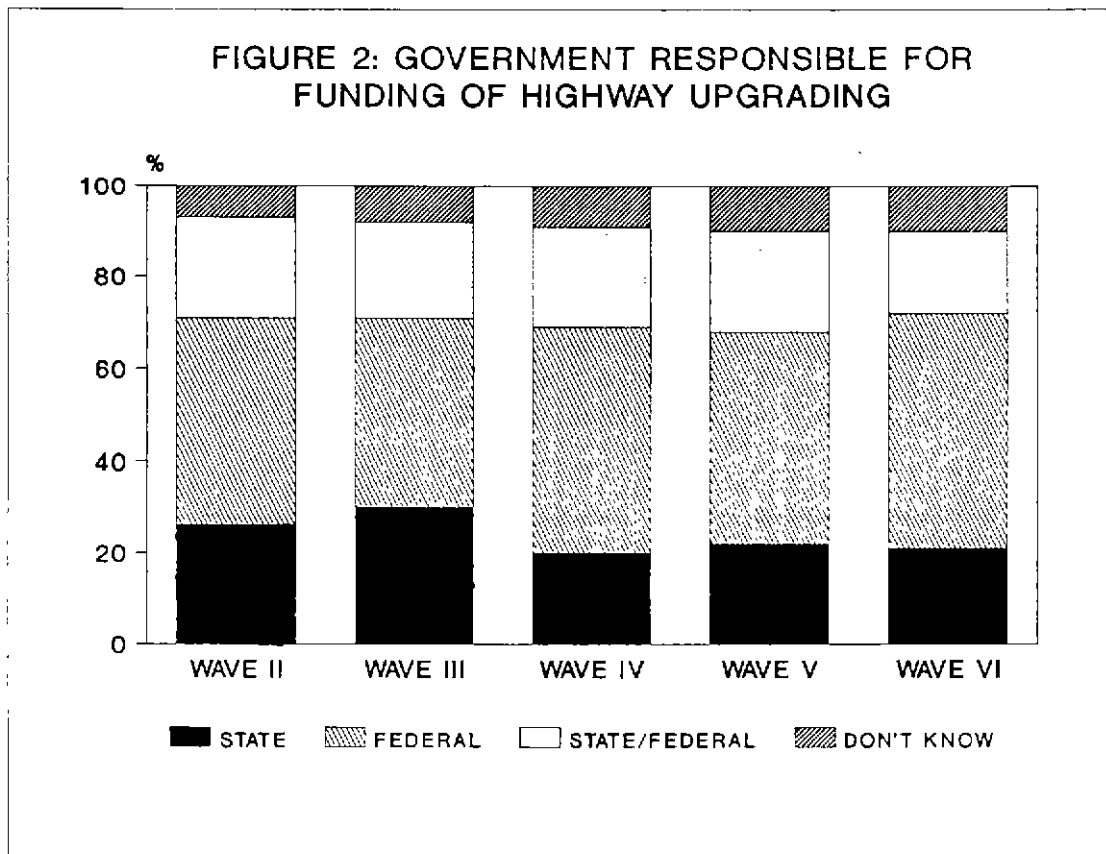
- * Awareness of highway upgrading was much higher among men (68%) than women (54%).
- * Awareness of highway upgrading was directly related to age. 68% of people aged 40 or over were aware of highway upgrading compared with 57% of 25-39 year olds and 51% of 15-24 year olds.
- * Awareness of highway upgrading was highest among ACT residents (88%), while Western Australians (40%) were least aware of highway upgrading.

- * The positive correlation between education and awareness of highway upgrading observed in Wave V was not observed in Wave VI. There was only a 2% difference in awareness between people with a primary school education (61%) and people with tertiary qualifications (63%).

5.2.2 Respondents were then asked:

"Assuming that there is a project of this nature. Do you think this project is/would be funded by the state or by the federal government?"

51% named the Federal Government compared with 21% who named the State Government, 18% who named both, and 10% who didn't know.



- * People in country areas were more likely than people in capital cities to say highway upgrading would be funded by the Federal Government (54% cf 49%). South Australians (66%) and Northern Territorians (66%) were most likely to name the Federal Government compared with people from the ACT (43%) and New South Wales (37%) who were least likely to correctly name the Federal Government.
- * Surprisingly, 55% of those who were unaware of highway upgrading named the Federal Government as responsible for funding highway upgrading compared with only 48% of people who were aware of highway upgrading.

5.3 Major Factors Contributing to Road Crashes

Respondents were told that the survey was being conducted on behalf of the Federal Office of Road Safety and then asked:

"What factor do you think most often leads to road crashes?" and "What other factors are there?"

Speed/excessive speed (51%, up 1% since Wave V) and drink driving, (51%, down 3% since Wave V) remained the two factors named most often by people as factors contributing to road crashes. Mention of road conditions/congestion fell 6% to 21%, a return to levels found in Waves I to III. Since Wave V, mention of inattention/lack of concentration rose 7% to 16%, mention of driver attitudes/impatience rose 3% to 14%, and mention of driver fatigue fell 6% to 14%. Mention of road design/poor signs (15%) and young drivers (12%) remained relatively stable compared with previous waves.

The total mention of speed/excessive speed as a factor contributing to road crashes has remained stable across the waves. However, the number of people mentioning it first was higher in Wave IV, V and VI compared to Wave I or II.

TABLE 2: MAJOR FACTORS CONTRIBUTING TO ROAD CRASHES

| Wave | TOTAL MENTIONS | | | | | FIRST MENTIONS | | | | | SECOND MENTIONS | | | | |
|-----------------------------------|----------------|-----|-----|-----|----|----------------|-----|-----|-----|----|-----------------|-----|-----|-----|----|
| | II | III | IV | V | VI | II | III | IV | V | VI | II | III | IV | V | VI |
| | % | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| Drink driving | 59 | 64 | 59 | 54 | 51 | 26 | 31 | 26 | 19 | 15 | 33 | 33 | 33 | 35 | 36 |
| Speed/excessive speed | 49 | 49 | 51 | 50 | 51 | 27 | 27 | 33 | 32 | 33 | 22 | 22 | 17 | 18 | 18 |
| Road conditions/congestion | 18 | 17 | 18 | 27 | 21 | 7 | 4 | 5 | 10 | 7 | 11 | 13 | 13 | 17 | 14 |
| Careless/negligent driving | 22 | 29 | 15 | 20 | 21 | 10 | 10 | 6 | 7 | 7 | 12 | 19 | 9 | 13 | 14 |
| Inattention/lack of concentration | 10 | 15 | 9 | 9 | 16 | 3 | 5 | 5 | 4 | 9 | 7 | 10 | 4 | 5 | 7 |
| Road design/poor signs | 13 | n/a | 14 | 15 | 15 | 6 | n/a | 5 | 5 | 6 | 7 | n/a | 9 | 10 | 9 |
| Driver attitude/impatience | 14 | 18 | 12 | 11 | 14 | 5 | 7 | 5 | 5 | 7 | 9 | 11 | 7 | 6 | 7 |
| Driver fatigue | 6 | n/a | 9 | 20 | 14 | 2 | n/a | 3 | 8 | 5 | 4 | 12 | 6 | 12 | 9 |
| Driver inexperience/young drivers | 16 | 15 | 12 | 13 | 12 | 6 | 3 | 2 | 4 | 5 | 10 | 12 | 10 | 9 | 7 |
| Insufficient training | n/a | n/a | n/a | n/a | 7 | n/a | n/a | n/a | n/a | 1 | n/a | n/a | n/a | n/a | 6 |
| Vehicle maintenance | n/a | n/a | n/a | n/a | 5 | n/a | n/a | n/a | n/a | 1 | n/a | n/a | n/a | n/a | 4 |
| Drugs | n/a | n/a | n/a | n/a | 5 | n/a | n/a | n/a | n/a | * | n/a | n/a | n/a | n/a | 5 |
| Weather conditions | n/a | n/a | n/a | n/a | 3 | n/a | n/a | n/a | n/a | 1 | n/a | n/a | n/a | n/a | 2 |
| Other | n/a | n/a | n/a | n/a | 8 | n/a | n/a | n/a | n/a | 2 | n/a | n/a | n/a | n/a | 6 |

* less than 0.5%

Insufficient training, vehicle maintenance, drugs, and weather conditions were added to this Table in Wave VI.

- * Speed/excessive speed, as a factor contributing to road crashes, was mentioned more often by women (54%) than men (48%), and more often by people in country areas (54%) than people in capital cities (49%). People 40 years or over were much more likely to mention speed/excessive speed (57%) than people aged 25-39 (47%) or people aged 15-24 (43%).
- * Motorists who had not been involved in a road crash in the last 3 years were more likely than people involved in a road crash to mention speed/excessive speed (51% cf 48%), drink driving (51% cf 47%) or driver inexperience (13% cf 7%). People involved in a road crash in the last 3 years were more likely than people not involved in a road crash to mention carelessness/negligent driving (29% cf 20%).

The number of people who named drink driving as a major factor contributing to road crashes has declined steadily since Wave III. This decline is apparent among first mentions of drink driving while second mention of this factor have remained stable.

- * As in Wave V, young people were more likely to mention drink driving as a major factor contributing to road crashes. 60% of 15-24 year olds named drink driving as a major factor contributing to road crashes compared with 52% of 25-39 year olds and 45% of people 40 or over.
- * Drink driving continued to be mentioned more often in the Northern Territory (70%) than in any other state. Drink driving was mentioned least often in Victoria (50%) and New South Wales (46%).

Factors that could be considered external to the control of the driver, road conditions/congestion and road design/poor signs were mentioned more frequently by men than women.

- * 25% of men mentioned road conditions/congestion compared with 17% of women. 17% of men mentioned road design/poor signs compared with 12% of women.

- * Both of the above factors were also mentioned more often by people outside capital cities (27% for road conditions and 19% for road design) than by people in capital cities (18% and 12% respectively).

5.4 Most Important Skill for Safe Driving

Respondents were asked:

"What is the most important skill or ability required of a driver to drive safely?"

The skills people felt were most important for safe driving varied little compared with Wave V. 34% of people felt alertness/reaction time was the most important skill for safe driving, and increase of 2% since Wave V and 9% since Wave IV. Concentration was mentioned by 17% (down 2% since Wave V) followed by care/patience (8%, down 3% since Wave V), common sense (7%, unchanged since Wave V), and defensive driving (7%, unchanged since Wave V). All other skills were mentioned by 6% or less of people as the most important skill for safe driving.

- * While men were slightly more likely than women to consider alertness/reaction time as an important skill (35% cf 33%), women were more likely than men to mention concentration (21% cf 14%) and care/patience (9% cf 6%).
- * People aged under 40 were more likely than people aged 40 or over to stress alertness/reaction time (37% cf 30%). People aged 40 or over were more likely to stress concentration (19% cf 16%) and care/patience (9% cf 6%).
- * People who had been involved in a road accident in the last 3 years were more likely than people not involved in a road accident to mention concentration (21% cf 17%). People not involved in an accident in the last three years were slightly more likely to mention common sense (7%) and defensive driving (7%) than those involved in an accident (4% and 5% respectively).

TABLE 3: MOST IMPORTANT SKILL FOR SAFE DRIVING

| <u>Wave:</u> | <u>I</u> | <u>II</u> | <u>IV</u> | <u>V</u> | <u>VI</u> |
|--|------------------|------------------|------------------|-------------------|-------------------|
| | <u>%</u> | <u>%</u> | <u>%</u> | <u>%</u> | <u>%</u> |
| Alertness/reaction time | 28 | 30 | 25 | 32 | 34 |
| Concentration | 18 | 15 | 11 | 19 | 17 |
| Care/patience | 6 | 10 | 8 | 11 | 8 |
| Common sense | 5 | 9 | 8 | 7 | 7 |
| Defensive driving | 8 | 7 | 6 | 7 | 7 |
| Vehicle handling/knowledge of vehicle | 8 | 5 | 12 | 5 | 6 |
| Experience | - | - | - | 5 | 6 |
| Adherence to road rules | 5 | 6 | 6 | 6 | 4 |
| Judgement of speed | 2 | 2 | 4 | 4 | 3 |
| Education and training | - | - | - | - | 2 |
| Judgement of distance | 1 | - | 1 | 1 | 1 |
| Sight/vision | - | - | - | - | 1 |
| Other | 5 | 5 | 3 | 2 | 1 |
| Don't know | 1 | 7 | 6 | 1 | 3 |
| Total | <u>87</u> | <u>96</u> | <u>93</u> | <u>100</u> | <u>100</u> |

Note: In Wave V ability to predict traffic/defensive driving was listed as one code on the questionnaire and two separate codes on TABLE 3. In Wave VI ability to predict traffic/defensive driving has been treated as one code in the Questionnaire and on TABLE 3. Wave V has been also corrected. Education and training and Sight/vision were added to TABLE 3 in Wave VI.

5.5 Main Reason Motorists are Stopped by Police

All respondents were asked:

"For what reason do you think motorists are most often stopped by the police?"

Responses to this question have been relatively stable across the waves.

Speeding/excessive speed (60%, down 5% since Wave V) remained the reason most often mentioned followed by random breath testing (14%, up 2% since Wave V), drink driving (8% up 2% since Wave V), and dangerous driving (6%, unchanged since Wave V). All other reasons were named by less than 5% of people as reasons motorists are most often stopped by the police.

- * ACT residents were most likely to mention speeding/excessive speed (75%) as the main reason motorists are stopped by Police. A high proportion of Victorians continued to mention speeding/excessive speed (66%) while the number of Northern Territorians naming excessive speed jumped from 37% in Wave V to 65% in Wave VI.
- * In Wave VI there was little difference between men and women regarding reasons motorists are most often stopped by the police. The difference in mentions between men and women for all reasons was 2% or less.
- * Random breath testing was named most often by tertiary educated people (17%) while drink driving was named most often by those with only a primary school education (13%).

TABLE 4: REASONS MOTORISTS ARE STOPPED BY POLICE

| Wave: | <u>I</u> | <u>II</u> | <u>III</u> | <u>IV</u> | <u>V</u> | <u>VI</u> |
|--------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Speeding/excessive speed | 57 | 55 | 58 | 55 | 65 | 60 |
| Random breath testing | 11 | 10 | 11 | 17 | 12 | 14 |
| Drink driving | 6 | 8 | 6 | 7 | 6 | 8 |
| Dangerous driving | 8 | 8 | 7 | 6 | 6 | 6 |
| Breaking road rules | 9 | 6 | 6 | 5 | 5 | 4 |
| Vehicle spot checks | 2 | 3 | 2 | 2 | 1 | 3 |
| Unroadworthy vehicle | 1 | 1 | n/a | 2 | 1 | 1 |
| Revenue raising/quotas | - | - | - | - | - | 2 |
| Other | n/a | n/a | n/a | n/a | n/a | 1 |
| Don't know | n/a | n/a | n/a | n/a | n/a | 1 |
| Total | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> |

* People who have or have had a licence were more likely than people who had never had a licence to mention excessive speed as a reason motorists are stopped by the police (61% cf 52%). Drink driving was mentioned more by people without a licence than people who have or have had a licence (19% cf 7%).

* Random breath testing was cited by 18% of people who had been breath tested in the last 6 months and by 13% of people who had not.

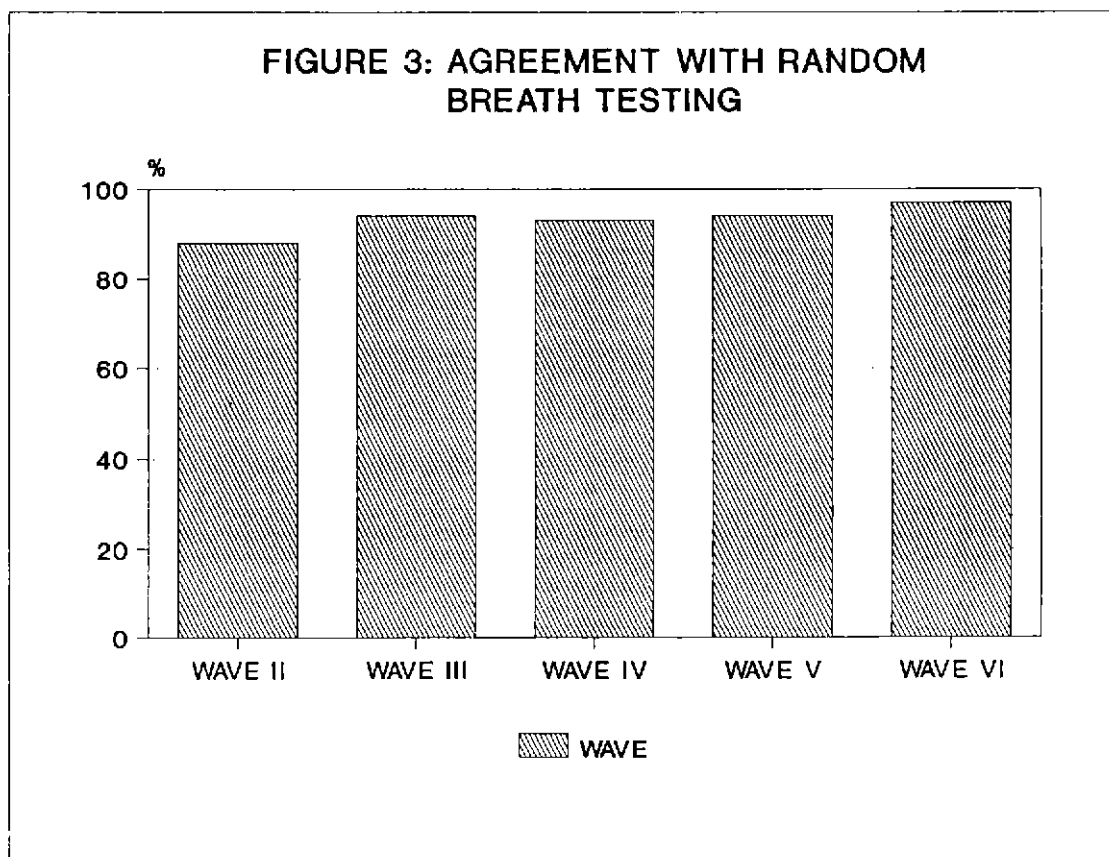
5.6 Random Breath Testing

5.6.1 Respondents were asked:

"Do you agree with the random breath testing of drivers?"

97% of the community agreed with the random breath testing of drivers, the highest level of agreement achieved so far.

- * Though high in all cases, there was slightly more support for random breath testing among younger people than among older people. 100% of people aged 15-24 supported random breath testing compared with 97% of 25-39 year olds and 95% of people 40 or over.
- * People who had been breath tested in the last 6 months were just as likely to agree with breath testing as those who had not been tested (both 97%).

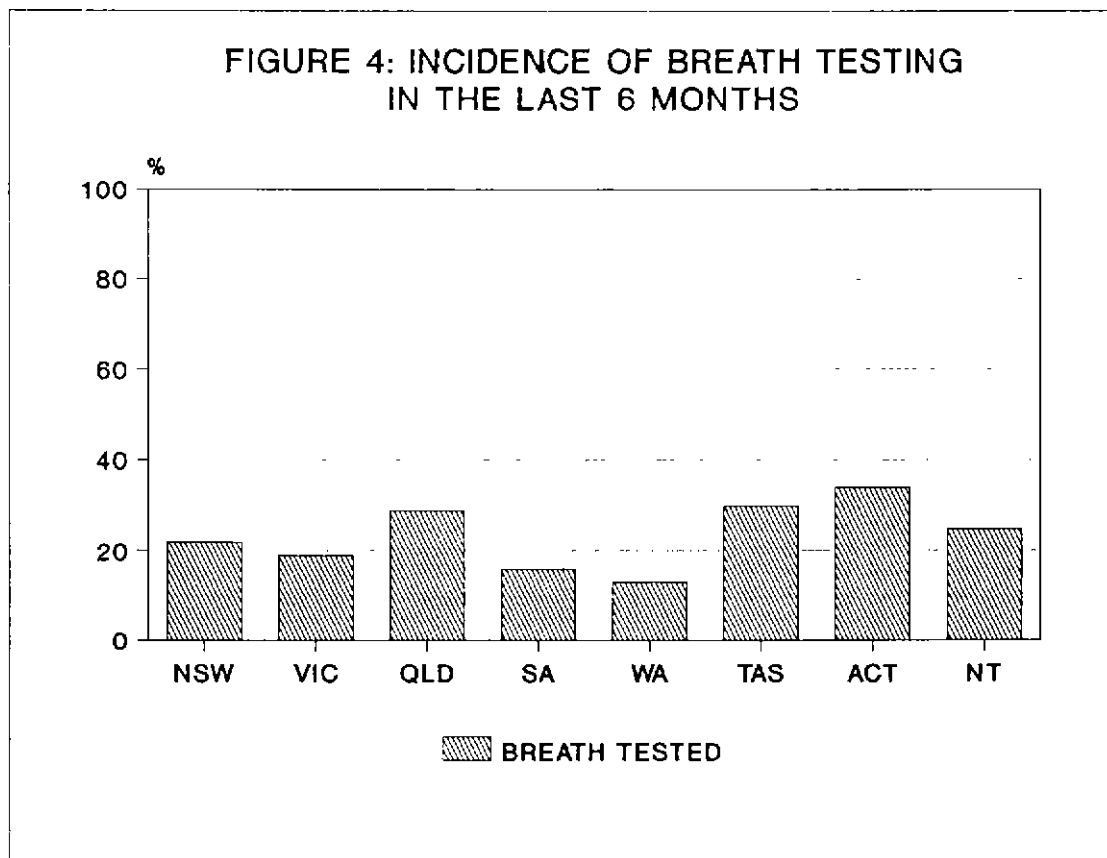


- * People who had been involved in a road accident were slightly more likely to agree to random breath testing (100%) than those people not involved in a road accident (96%).

5.6.2 Respondents were then asked:

"Have you been random breath tested in the last 6 months?"

21% of people had been breath tested in the last 6 months, 78% had not and 1% couldn't say if they had been breath tested.



- * The incidence of breath testing was highest among ACT residents (34%) and lowest among Western Australians (13%).
- * The incidence of breath testing was over two times higher among men than women (30% cf 13%) and much higher among people aged 25-39 (28%) than among people aged 15-24 (19%) or people aged 40 or over (18%).

5.7 Agreement with Speed Limiters

Respondents were told:

"A speed limiter is a device which restricts the speed of a vehicle. Heavy vehicles are now required by law to have speed limiting devices fitted".

Respondents were then asked:

"Would you support or oppose the fitting of speed limiting devices to ALL motor vehicles (including cars) to limit the speed to the maximum legal limit?"

Though a majority of people supported the fitting of speed limiters, support was lower in Wave VI compared to Wave V. Support for speed limiters fell 5% to 56% in Wave VI. 39% were opposed to speed limiters and 5% couldn't say.

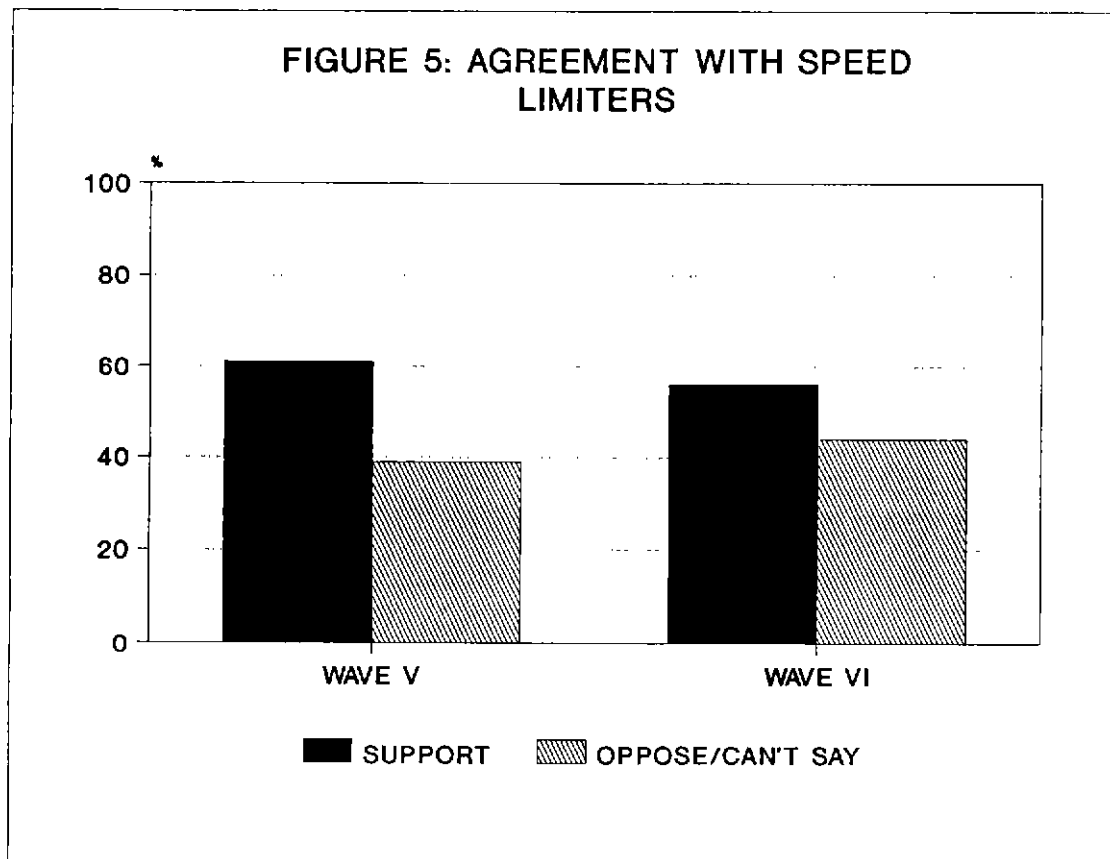
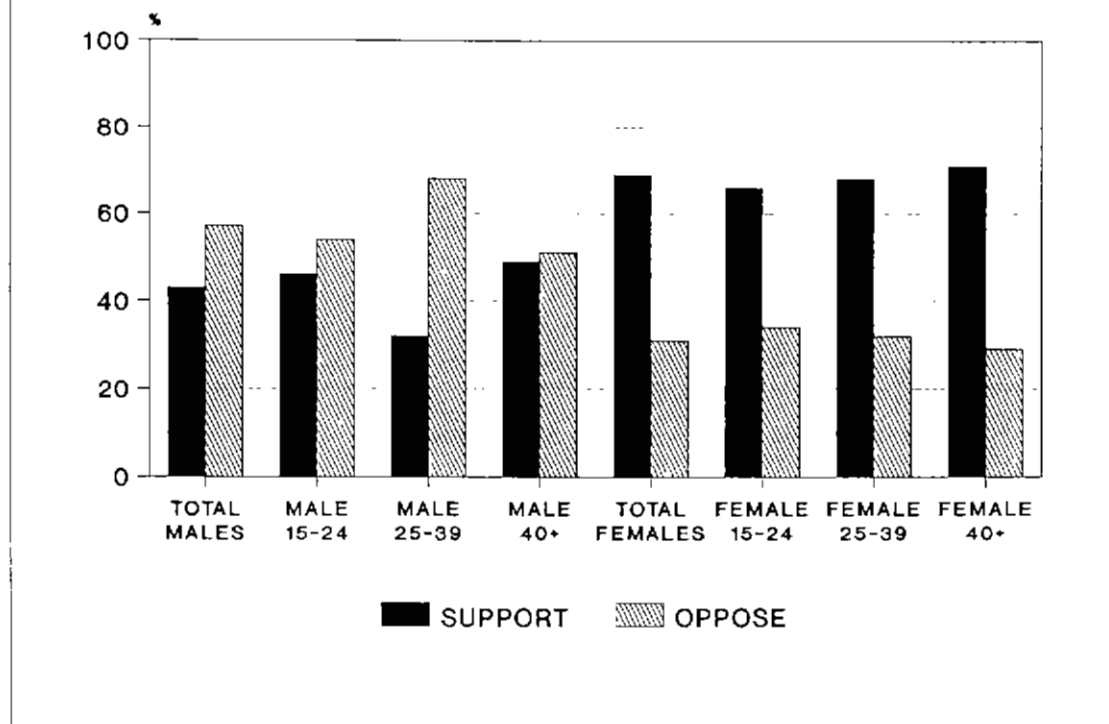


FIGURE 6: AGREEMENT WITH SPEED LIMITERS



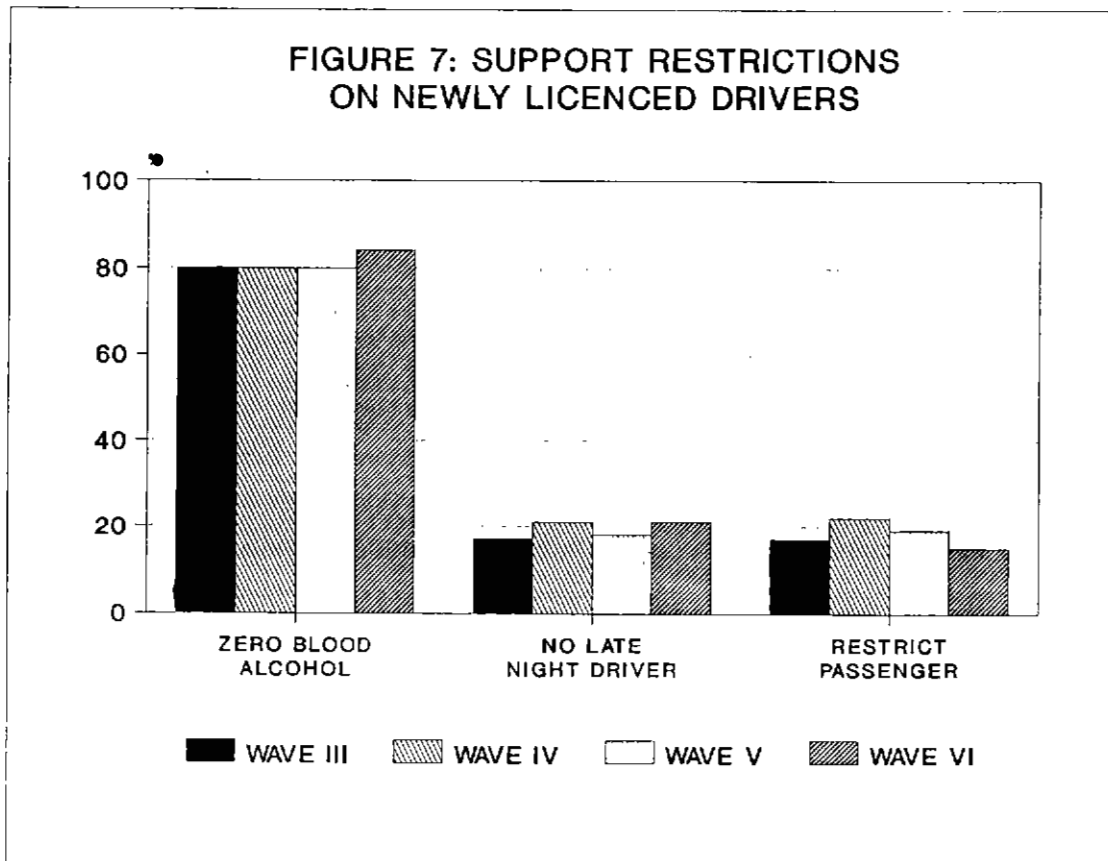
- * In Wave VI, support for speed limiters remained much greater among women (69%) than men (43%).
- * Analysis by sex and age indicated that opposition among all male age groups was generally double that found among corresponding female groups. Men aged 25-39 years old were most opposed to speed limiters (61%) while women aged 40 or older were most in favour (71%).
- * Opposition to speed limiters was much greater among those people who had received a speeding penalty in the last 6 months (53%) than among those who had not received a speeding penalty (39%).
- * Support for speed limiters was highest among Tasmanians (66%) and lowest among New South Wales residents (53%).

5.8 Restrictions on Newly Licenced Drivers

5.8.1 Respondents were asked:

"Most states have what is effectively a zero BLOOD ALCOHOL CONTENT for new drivers under 25 years of age in their first 3 years of driving. Do you agree with this limit?"

After remaining steady for the past three waves, support for a zero blood alcohol content for new drivers under 25 years of age, rose 4% to 84%. 15% of people were opposed to this idea and 1% couldn't say.



- * Support for the idea was higher among older people than younger people. 74% of 15-24 year olds supported a zero blood alcohol limit for new drivers under 25 compared with 83% of people aged 25-39 and 88% of people aged 40 or over.

- * Support for this restriction was higher among women than men (87% cf 80%).
- * 93% of people who approved of restricting young drivers from driving late at night, and 94% who approved of restricting them from carrying their friends, approved of a zero blood alcohol content for new drivers under 25 years of age.
- * Support for a zero blood alcohol limit for new drivers was highest in Tasmania (88%) and lowest among Northern Territorians (75%).

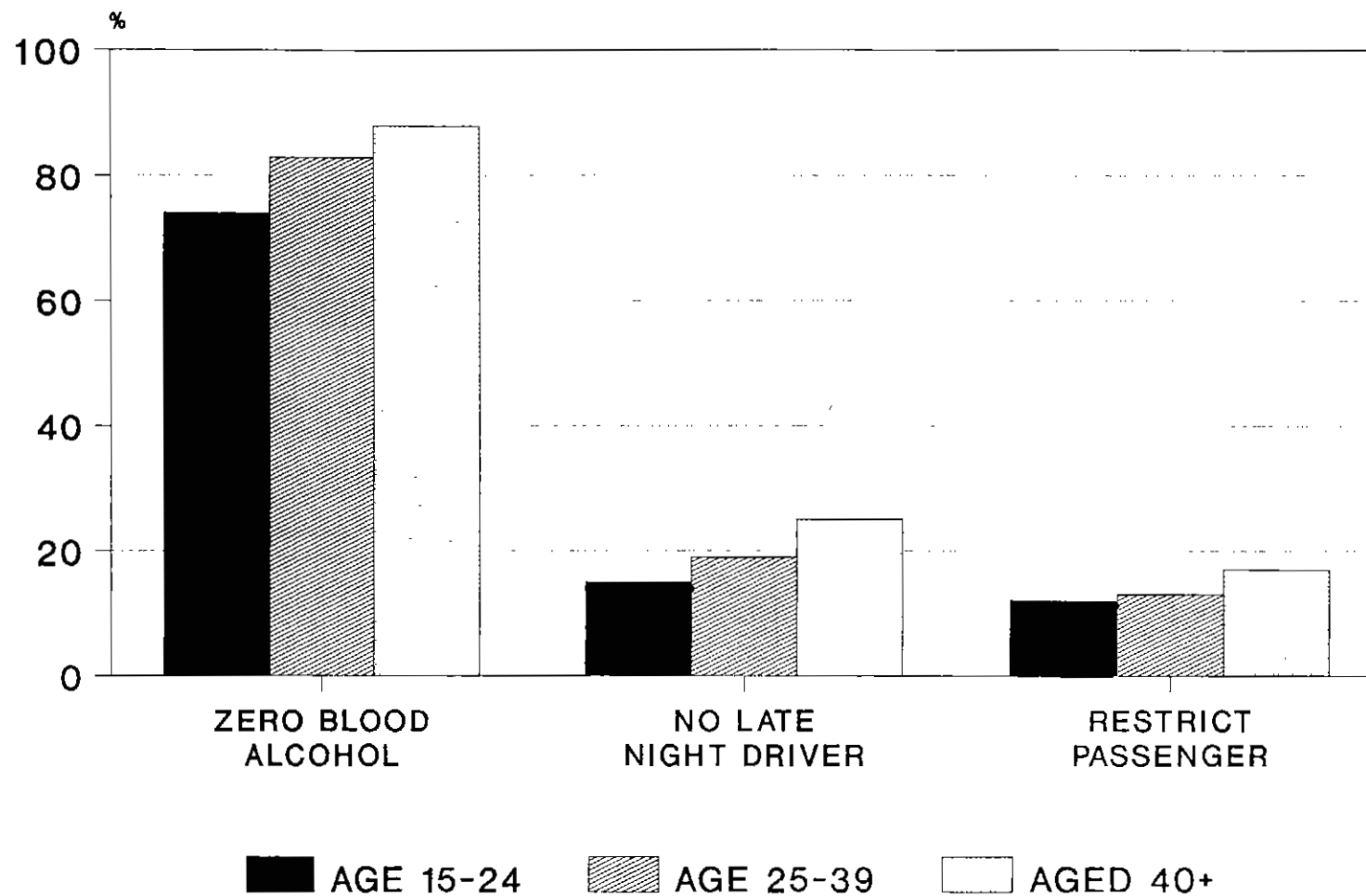
5.8.2 Respondents were then asked:

"Do you support restricting them from driving late at night ie: after 11pm?"

21% (up 3% since Wave V) supported restricting young drivers from driving late at night. 77% opposed this restriction and 2% couldn't say.

- * As with support for restrictions on blood alcohol levels, support for this proposal was directly related to age. 15% of 15-24 year olds supported the idea compared with 19% of people aged 25-39 and 25% of people aged 40 or over.
- * Support for this restriction was markedly higher among women than men (26% cf 16%).
- * Support for this proposal was stronger in country areas (24%) than in capital cities (20%). The highest level of support was in country New South Wales (29%) while the lowest level of support was in country Western Australia (11%)
- * Support for night driving restrictions was greatest among those with only a primary school education (36%) and least among tertiary qualified respondents (12%).

**FIGURE 8: SUPPORT RESTRICTIONS
ON NEWLY LICENCED DRIVERS**



5.8.3 Respondents were finally asked:

"Do you support restricting them from carrying their friends as passengers?"

For the second consecutive wave, support for restrictions on young drivers carrying their friends as passenger dropped. 15% of people (down 4% since Wave V and 7% since Wave IV) supported restricting young drivers from carrying their friends as passengers. 82% opposed this restriction and 3% couldn't say.

- * Restricting young passenger from carrying their friends as passengers received more support in country areas (17%) than in capital cities (13%). Support was highest in South Australia (19%) and lowest in Western Australia (10%).
- * 12% of 15-24 year olds supported restricting passengers compared with 13% of 25-39 year olds and 17% of people aged 40 or over.
- * As with the previous two restrictions, support among women was higher than support among men (18% cf 12%).
- * People with only a primary school education were more likely to support this restriction than people with a tertiary qualification (30% cf 7%).

1,010 of the 1,039 respondents answered these questions. All percentages are based on the weighted responses of the 1,010.

5.9 Attitudes to Drinking and Driving

All respondents who had ever held a licence were asked:

"Which of the following statements BEST describes your attitudes to drinking and driving?"

- I don't drink at any time
- If I am driving, I don't drink
- If I am driving, I restrict what I drink
- If I am driving, I don't restrict what I drink

TABLE 5: ATTITUDES TO DRINKING AND DRIVING
AMONG PEOPLE WHO HAVE OR HAVE HAD A LICENCE

| <u>Wave:</u> | <u>I</u> | <u>II</u> | <u>III</u> | <u>IV</u> | <u>V</u> | <u>VI</u> |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | <u>%</u> | <u>%</u> | <u>%</u> | <u>%</u> | <u>%</u> | <u>%</u> |
| I don't drink at any time | 19 | 19 | 18 | 19 | 21 | 19 |
| If I am driving, I don't drink | 29 | 36 | 35 | 34 | 34 | 41 |
| If I am driving, I restrict what I drink | 50 | 43 | 47 | 45 | 44 | 39 |
| If I am driving, I don't restrict what I drink | 1 | 1 | * | * | 1 | 1 |
| Don't know/can't say | n/a | n/a | n/a | n/a | n/a | * |
| Total | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> |

* less than 0.5%

41% (up 7% since Wave V) of licence holders felt the statement 'If I am driving, I don't drink' best described their attitude to drinking and driving. This represented the first time, in this series of waves, that more people mentioned this statement than any other statement.

'If I am driving, I restrict what I drink' was mentioned by 39% (down 5% since Wave V) of licence holders, 19% (down 2% since Wave V) said 'I don't drink at any time', and 1% (unchanged since Wave V) felt 'If I am driving, I don't restrict what I drink' best described their attitude.

TABLE 6: ATTITUDES TO DRINKING AND DRIVING
AMONG PEOPLE WHO HAVE OR HAVE HAD A LICENCE

| | Total % | Capital Cities % | Countryside Areas % | 15-24 % | Males 25-39 % | 40+ % | 15-24 % | Females 25-39 % | 40+ % |
|--|------------|------------------------|---------------------------|------------|---------------------|----------|------------|-----------------------|----------|
| I don't drink at any time | 19 | 16 | 24 | 14 | 11 | 20 | 18 | 19 | 27 |
| If I am driving, I don't drink | 41 | 41 | 42 | 52 | 29 | 37 | 58 | 42 | 42 |
| If I am driving, I restrict what I drink | 39 | 42 | 33 | 31 | 59 | 43 | 24 | 38 | 30 |
| If I am driving, I don't restrict what I drink | 1 | 1 | 1 | 3 | 1 | * | - | - | - |
| Don't know/can't say | * | * | - | - | - | - | - | 1 | 1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

* less than 0.5%

- * 'If I am driving, I don't drink' was mentioned most often by 15-24 year olds. 52% of males aged 15-24 and 58% of females aged 15-24 said this attitude best described them.
- * The attitude 'If I am driving, I restrict what I drink' was strongly held by men aged 25-39 (59%) and men aged 40 or over (43%). Only 31% of men aged 15-24 mentioned this attitude.
- * Only men said 'If I am driving, I don't restrict what I drink'. This attitude was predominantly held by males aged 15-24 (3%).

- * The proportion of people in capital cities and country areas that said 'If I am driving, I don't drink' was almost equal (41% cf 42%). However, people in capital cities were more likely than people in country areas to say 'If I am driving, I restrict what I drink' (42% cf 33%). People in country areas were more likely than people in capital cities to say 'I don't drink at any time' (24% cf 16%).

5.10 Speeds Travelled by Motorists

5.10.1 Respondents who have or have had held a licence were asked:

"When you choose a speed at which to drive, if there is no other traffic around, do you generally drive at..."

- the legal speed limit?
- a speed other than the legal limit?

As with Wave V, most motorists (60%) said they would drive at the legal speed limit. 38% said they would travel at a speed other than the legal limit and 2% couldn't say. Prior to Wave V, most motorists said they would drive at a speed other than the legal limit.

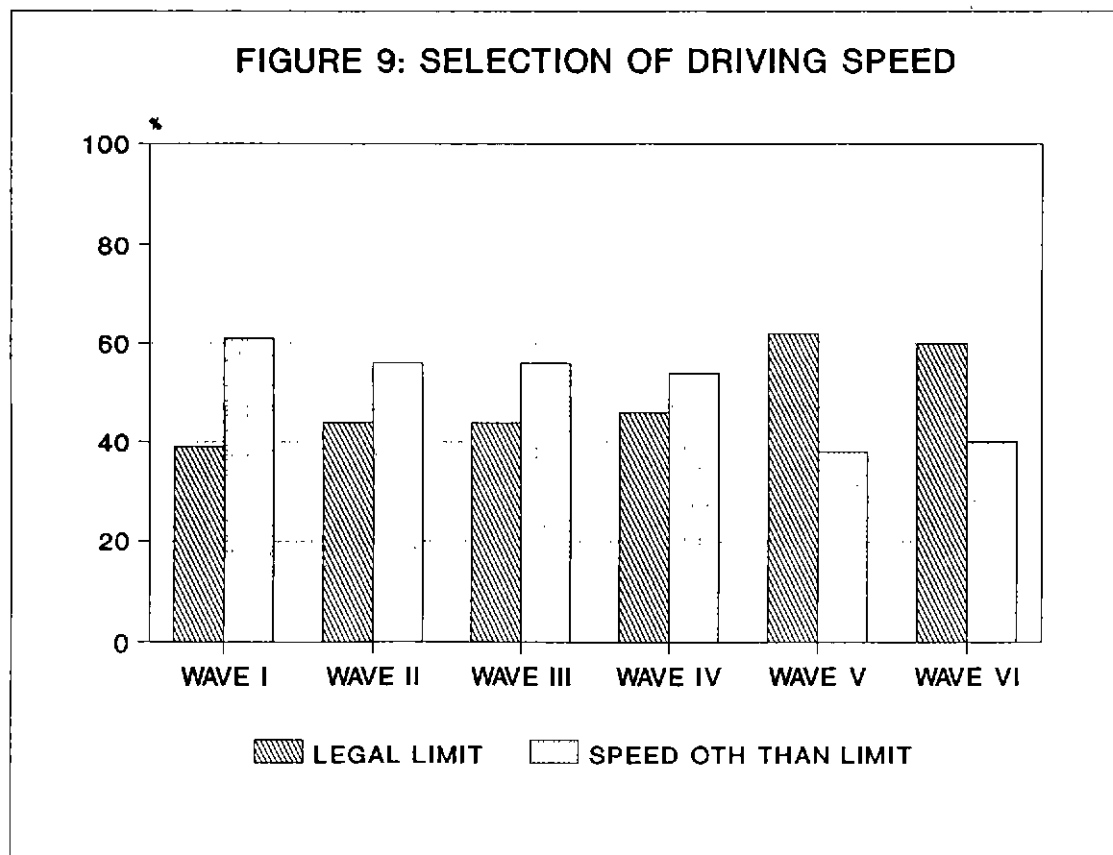
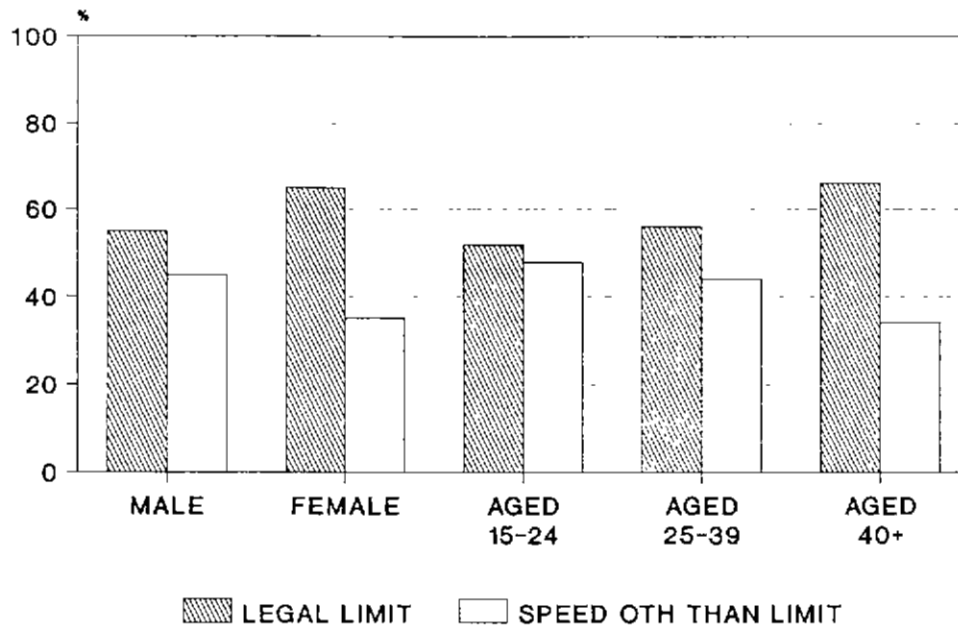


FIGURE 10: SELECTION OF DRIVING SPEED
WAVE VI



- * Women were more likely than men to travel at the legal limit (65% cf 55%).
- * The likelihood of travelling at the legal speed limit was directly related to age. 52% of 15-24 year olds said they would travel at the legal speed limit compared with 56% of people aged 25-39 and 66% of people aged 40 or over.
- * The likelihood of travelling at the legal limit was markedly lower among tertiary educated respondents (56%) compared with those with only a primary school education (68%).
- * South Australian residents (68%) were most likely to travel at the legal speed limit while residents of the Northern Territory (50%) were least likely. People in capital cities were less likely than people in country areas to travel at the legal speed limit (57% cf 65%).

5.10.2 Respondents who said they would travel at speeds other than the legal limit were asked:

"Would that be faster or slower than the legal limit?"

Of those people who said they would travel at speeds other than the legal limit, 76% (down 1% since Wave V) said they would travel at a faster speed compared with 10% who said they would travel at a slower speed and 14% who said their speed would depend on conditions.

TABLE 7: TOTAL TRAVEL AT OTHER THAN LEGAL LIMIT

| | Total % | Males % | Females % | 15-24 % | Age 25-39 % | 40+ % |
|--------------------------|------------|------------|--------------|------------|-------------------|------------|
| Faster | 76 | 77 | 75 | 71 | 89 | 68 |
| Slower | 10 | 9 | 12 | 13 | 3 | 15 |
| Depends on conditions | 14 | 14 | 13 | 16 | 8 | 17 |
| Total | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> | <u>100</u> |

- * Among those travelling at speeds other than the legal limit, men were slightly more likely than women to travel faster than the legal speed limit (77% cf 75%).
- * People aged 25-39 (89%) were much more likely than people aged 15-24 (71%) or people aged 40 or over (68%) to travel faster than the legal speed limit.
- * People who opposed speed limiters and people who had received a penalty for speeding were more likely to travel faster than the legal limit (80% and 82% respectively) compared with those favoring speed limiters or people who hadn't received a penalty for speeding (73% and 75% respectively).

5.11 Seat Belts

5.11.1 All respondents were asked:

"When travelling in a car, how often do you wear a seat belt in the front seat either as a driver or passenger?"

Though already high, the number of people who always wear a seat belt increased for the second consecutive wave. Nearly all people wear a seat belt when travelling in the front seat of a car (94%, up 2% since Wave V). 4% of Australians said they used a seat belt nearly always and 2% used seat belts less frequently.

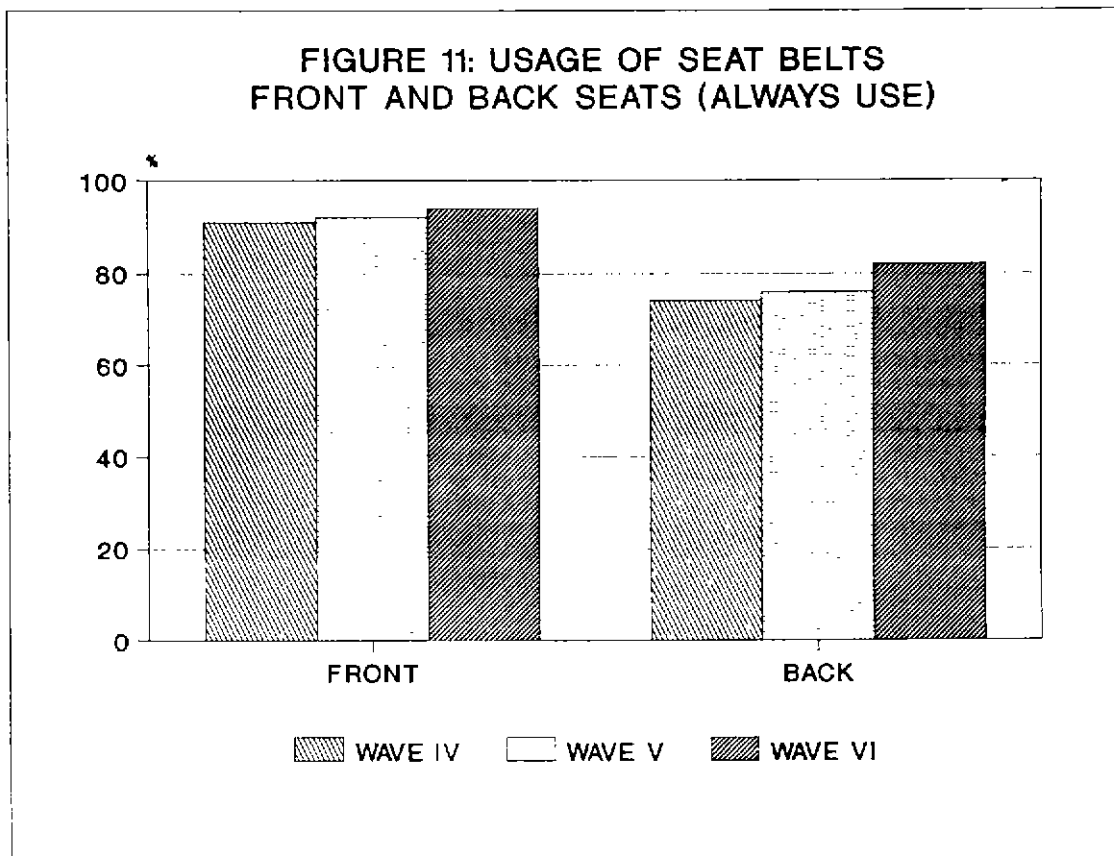


TABLE 8: USAGE OF SEAT BELTS IN FRONT SEAT

| | Total | Total | Males | | | Total | Females | | |
|----------------------|-------|-------|-------|-------|-----|-------|---------|-------|-----|
| | % | % | 15-24 | 25-39 | 40+ | % | 15-24 | 25-39 | 40+ |
| | | | % | % | % | % | % | % | % |
| Always | 94 | 90 | 92 | 88 | 90 | 98 | 98 | 96 | 98 |
| Nearly always | 4 | 7 | 6 | 8 | 6 | 2 | 2 | 3 | 2 |
| Most occasions | 1 | 1 | 1 | 1 | 2 | * | - | * | - |
| Sometimes | 1 | 1 | 1 | 2 | 2 | * | - | * | - |
| Not very often/never | * | 1 | * | 1 | * | - | - | - | - |
| Don't know | - | - | - | - | * | - | - | - | * |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

* less than 0.5%

- * Women were more likely than men to always use seat belts in the front seat (98% cf 90%). Men in every age group were less likely than women in the corresponding age group to always wear seat belts.

5.11.2 Respondents were then asked:

"And in the rear seat, would you wear a seat belt?"

The number of people who always wear a seat belt in the rear seat was lower than for the front seat. However, like usage of seat belts in the front seat, the number of people who always wear a seat belt in the rear seat rose for the second consecutive wave. 82% (up 6% since Wave V) always wear a seat belt in the rear seat compared with 94% in the front seat. 7% said they nearly always wear a seat belt in the rear seat. 3% said they wear a seat belt in the rear seat on most occasions, 3% said sometimes, 4% said not very often or never, and 1% didn't know.

- * Women were more likely than men to always use seat belts in the rear seat (85% cf 79%)

TABLE 9: USAGE OF SEAT BELTS IN REAR SEAT

| | Total | Total | | Males | | Total | | Females | |
|----------------------|-------|-------|-------|-------|-----|---------|-------|---------|-----|
| | % | Males | 15-24 | 25-39 | 40+ | Females | 15-24 | 25-39 | 40+ |
| | % | % | % | % | % | % | % | % | % |
| Always | 82 | 79 | 72 | 73 | 87 | 85 | 81 | 80 | 91 |
| Nearly always | 7 | 7 | 9 | 11 | 4 | 6 | 8 | 8 | 4 |
| Most Occasions | 3 | 3 | 3 | 1 | 4 | 4 | 7 | 4 | 2 |
| Sometimes | 3 | 5 | 10 | 7 | 2 | 1 | * | 2 | 1 |
| Not very often/never | 4 | 5 | 6 | 6 | 2 | 3 | 4 | 5 | 1 |
| Don't know | 1 | 1 | - | 2 | 1 | 1 | - | 1 | 1 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

* Less than 0.5%

- * People aged 40 and over were much more likely to always use seat belts in the rear seat. 91% of women and 87% of men over 40 said they always used a seat belt in the rear seat compared with 73% of men and 80% of women aged 25-39, and 72% of men and 81% of women aged 15-24.

5.12 Usage of Seat Belts and Child Restraints

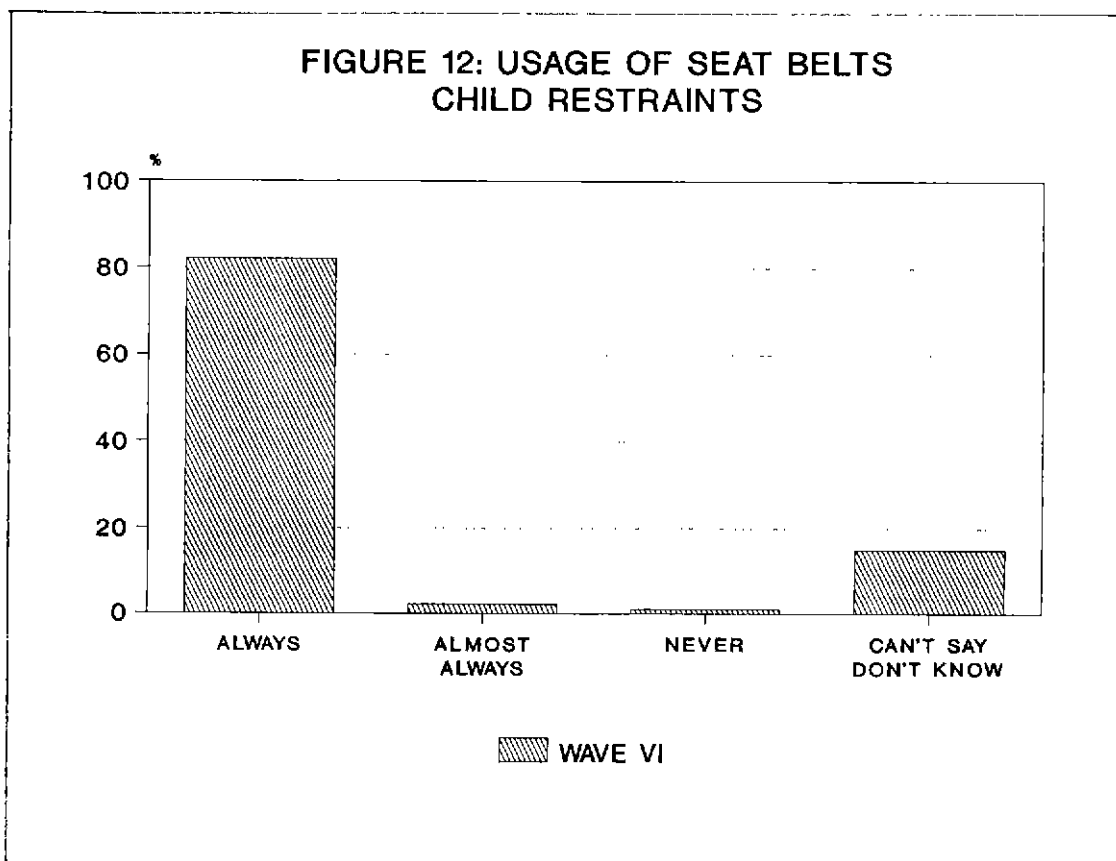
All respondents were asked:

"When driving with young children, do you place them in seat belts or child restraints?"

- Always?
- Almost Always?
- Never?
- Don't know/can't say (Don't read out)"

82% of people always place children in seat belts or child restraints. 2% said almost always, 1% said never and 15% said they couldn't say.

- * Women (85%) were more likely than men (79%) to always place children in seat belts or child restraints.
- * People in country areas (88%) were more likely than people in capital cities (79%) to always place children in seat belts or child restraints.



5.13 Speed Detection Devices

All respondents were asked.

"Some people have said that speed detection devices such as radar and speed cameras are misused to collect MONEY FROM FINES for the Government. Do you think this statement is:

- Always true?
- Often true?
- Sometimes true?
- Never true?
- Don't know (Don't read out)"

Only 20% felt that radar and speed cameras were never misused to collect money from fines for the Government. 47% felt it was sometimes true, 17% felt it was often true, 10% said it was always true, and 6% couldn't say.

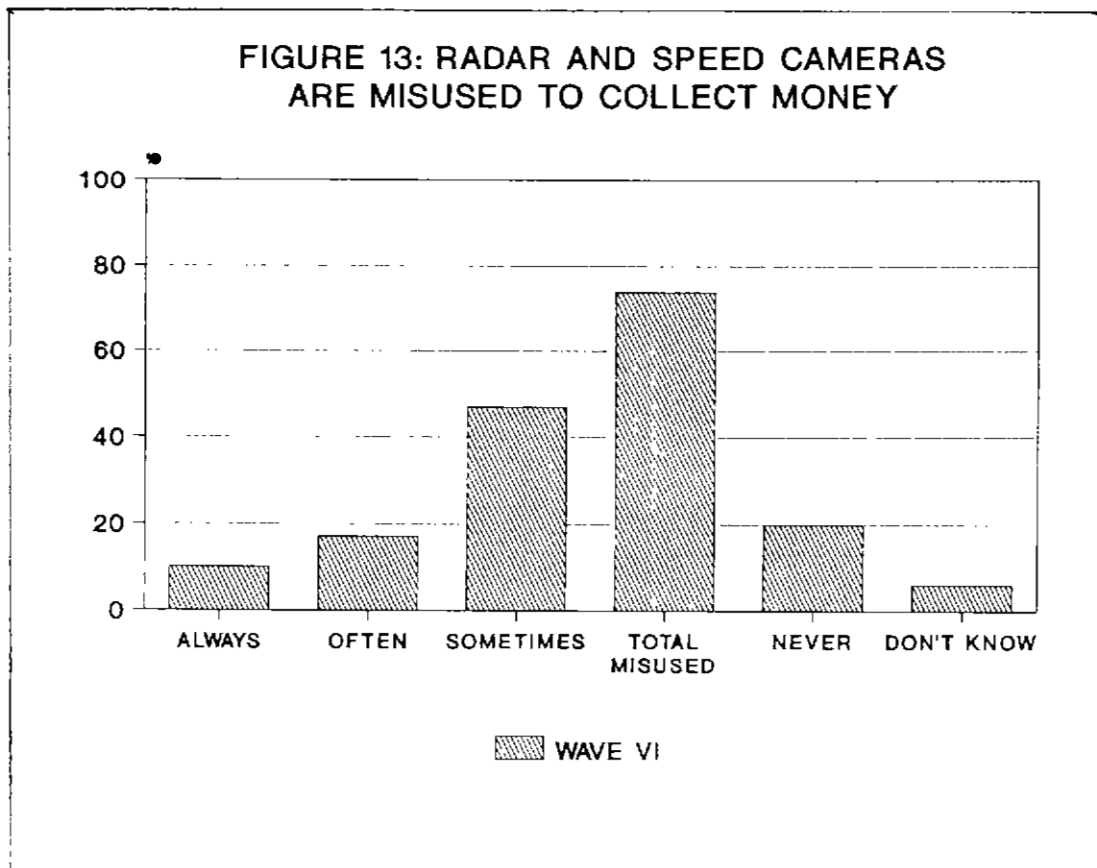


TABLE 10: RADAR AND SPEED CAMERAS ARE MISUSED

| | Total % | Male % | Female % | Capital Cities % | Country Areas % |
|-----------------|--------------------|-------------------|---------------------|---------------------------------|--------------------------------|
| Always true | 10 | 10 | 9 | 13 | 4 |
| Often true | 17 | 22 | 13 | 18 | 17 |
| Sometimes true | 47 | 47 | 47 | 45 | 51 |
| Total said true | 74 | 79 | 69 | 76 | 72 |
| Never true | 20 | 17 | 23 | 18 | 22 |
| Don't know | 6 | 4 | 8 | 6 | 6 |
| | --- | --- | --- | --- | --- |
| Total | 100 | 100 | 100 | 100 | 100 |

- * Men were more likely than women (79% cf 69%) to feel that radar and speed cameras were misused. 10% of men said it was always true, 22% said it was often true and 47% said it was sometimes true. Among women, 9% said it was always true, 13% said it was often true and 47% said it was sometimes true.
- * People in capital cities were more likely than people in country areas to say that speed cameras were always misused (13% cf 4%). This feeling was strongest in Sydney (19%) and weakest in country Tasmania (1%).
- * Not surprisingly, people who travelled at speeds other than the legal limit were more likely than people who travelled at the legal limit (section 5.11) to believe radar and speed cameras were misused (79% cf 71%).

5.14 Purchase a Hand Held Breath Alcohol Tester

Respondents were asked:

"If an accurate hand held Breath Alcohol Tester was available at a purchase price of \$300.00 would you purchase one?"

Respondents who said no or can't say to this question were then asked:

"If an accurate hand held Breath Alcohol Tester was available at a purchase price of \$200.00 would you purchase one?"

Only 6% of people would purchase a \$300.00 hand held breath tester.

Of those who would not pay \$300.00 for a hand held breath tester, only 2% would pay \$200.00 for a breath tester.

In total, only 8% would pay for a breath tester compared with 92% who would not or couldn't say.

5.15 Centralising of Road Crash Information

Respondents were told:

"A major hurdle to understanding crashes for road safety research is that information is held by a number of different organisations. For example, police collect information on the nature of the crash and hospitals on the nature of injuries."

Respondents were then asked:

"It has been suggested that all information on crashes resulting in hospitalisation should be put together in one location to assist road safety research. This information would be anonymous with no names used. Would you agree or disagree with this proposal?"

91% agreed with the proposal to centralise road crash information. 6% disagreed with this proposal and 3% couldn't say.

- * Support for this proposal was lowest in Sydney (85%), among semi skilled/unskilled workers (80%), and among respondents with a primary school education (85%). Most other groupings showed a relatively consistent level of support for the idea of centralising crash information.

6. Recommendations for Future Surveys.

Question 18 reads:

"When driving with young children do you place them in seat belts or child restraints?"

15% of people said can't say/don't know in response to this question indicating problems interpreting the question. This question should either be changed or deleted.

It might be of use to include a question about the number of children, if any, in the household. This may allow further analysis of questions where the type of response given can be related to age differences.

Attachment A

THE ROY MORGAN RESEARCH CENTRE PTY. LTD.
2nd Floor Rear, 411 Collins Street, Melbourne, Vic., 3000
Tel: (03) 629-6888

August, 1991

C-251 COMMUNITY ATTITUDES TO ROAD SAFETY SURVEY

Good %A. My name is (SAY NAME) from the Roy Morgan Research Centre, the people who conduct the Morgan Gallup Poll.

At the moment we are talking to people throughout Australia about ISSUES OF PUBLIC CONCERN.

May I please speak to the youngest male at home aged fifteen years or over.

IF NO, ASK: Then may I please speak to the youngest female at home aged fifteen years or over.

IF CHANGE RESPONDENT: REPEAT INTRODUCTION

Q1A. What issue facing the Australian community today is of MOST importance to you?

READ OUT ANSWER PLACES

RECORD ONE RESPONSE ONLY

IF OTHER HIGHLIGHT OTHER AND TYPE IN RESPONSE

POLITICS..... 6 1

THE ENVIRONMENT... 2

ROAD CRASHES..... 3

WAR AND TERRORISM. 4

UNEMPLOYMENT..... 5

THE ECONOMY..... 6

CRIME AND VIOLENCE 7

OTHER (SPECIFY)... 8

DON'T KNOW/CAN'T SAY..... 9

| | | | |
|----|----|----|----|
| 10 | 21 | 32 | 43 |
| 11 | 22 | 33 | 44 |
| 12 | 23 | 34 | 45 |
| 13 | 24 | 35 | 46 |
| 14 | 25 | 36 | 47 |
| 15 | 26 | 37 | 48 |
| 16 | 27 | 38 | 49 |
| 17 | 28 | 39 | 50 |
| 18 | 29 | 40 | |
| 19 | 30 | 41 | |
| 20 | 31 | 42 | |

ASK EVERYONE

QA. Firstly would you mind telling me your approximate age please?

IF REFUSES READ OUT.

IF STILL REFUSES PLEASE GUESS.

15-16..... 5 1

17-19..... 2

20-24..... 3

25-29..... 4

30-39..... 5

40-49..... 6

50-59..... 7

60+..... 8

IF GIVEN AN ISSUE ON Q1A ASK:

Q1B. What is the next most important issue of concern to you?

READ OUT ANSWER PLACES

RECORD ONE RESPONSE ONLY

IF OTHER HIGHLIGHT OTHER AND TYPE IN RESPONSE

POLITICS..... 7 1

THE ENVIRONMENT... 2

ROAD CRASHES..... 3

WAR AND TERRORISM. 4

UNEMPLOYMENT..... 5

THE ECONOMY..... 6

CRIME AND VIOLENCE 7

OTHER (SPECIFY)... 8

DON'T KNOW/CAN'T SAY..... 9

| | | | |
|----|----|----|----|
| 10 | 21 | 32 | 43 |
| 11 | 22 | 33 | 44 |
| 12 | 23 | 34 | 45 |
| 13 | 24 | 35 | 46 |
| 14 | 25 | 36 | 47 |
| 15 | 26 | 37 | 48 |
| 16 | 27 | 38 | 49 |
| 17 | 28 | 39 | 50 |
| 18 | 29 | 40 | |
| 19 | 30 | 41 | |
| 20 | 31 | 42 | |

Thankyou but we have interviewed enough people in you age group

DATE 10-DEC-91

COMMUNITY ATTITUDES TO ROAD SAFETY SURVEY

Q2A. Are you aware that the HIGHWAYS
WHICH LINK OUR CAPITAL CITIES are
currently being upgraded?

YES..... 8 1
NO..... 2
DON'T KNOW/CAN'T
SAY..... 3

Q2B. %69, // Assuming that there is a
project of this nature. / Do you think
this project %71, / is / would be / funded
by the STATE or by the FEDERAL
government?

STATE..... 9 1
FEDERAL..... 2
BOTH/EQUAL..... 3
DON'T KNOW/CAN'T
SAY..... 4

Q4A. This survey is being conducted on
behalf of the Federal Office of Road
Safety.

What factor do you think most often
leads to road crashes?
RECORD ONE RESPONSE ONLY
IF OTHER HIGHLIGHT OTHER AND TYPE IN
RESPONSE

SPEED/ EXCESSIVE
SPEED/
INAPPROPRIATE
SPEED..... 10 1
DRINK DRIVING..... 2
DRUGS (OTHER THAN
ALCOHOL)..... 3
DRIVER ATTITUDES/
BEHAVIOUR/
IMPATIENCE..... 4
DRIVER
INEXPERIENCE/
YOUNG DRIVERS..... 5
OLDER DRIVERS..... 6
INATTENTION/ LACK
OF CONCENTRATION.. 7
CARELESSNESS/
NEGLIGENT DRIVING. 8
DRIVER TRAINING/
INSUFFICIENT
TRAINING..... 9
DRIVER FATIGUE.... 10
DISREGARD OF ROAD
RULES..... 11
IGNORANCE OF ROAD
RULES..... 12
ROAD DESIGN/ POOR
ROAD SIGNS..... 13
ROAD CONDITIONS/
TRAFFIC CONGESTION 14
WEATHER CONDITIONS 15
VEHICLE DESIGN.... 16
VEHICLE
MAINTENANCE/ LACK
OF MAINTENANCE.... 17
LEVEL/ LACK OF
POLICE ENFORCEMENT 18
OTHER ROAD USERS.. 19
OTHER (SPECIFY)... 20
DON'T KNOW/CAN'T
SAY..... 21
22 30 38 46
23 31 39 47
24 32 40 48
25 33 41 49
26 34 42 50
27 35 43
28 36 44
29 37 45

IF Q4A IS NOT CAN'T SAY, ASK:

Q4B. What other factors are there?
 RECORD NOT MORE THAN TWO REPOSSES
 IF OTHER HIGHLIGHT OTHER AND TYPE IN
 RESPONSE

SPEED/ EXCESSIVE
 SPEED/
 INAPPROPRIATE
 SPEED..... 11 1,
 DRINK DRIVING..... 2,
 DRUGS (OTHER THAN
 ALCOHOL)..... 3,
 DRIVER ATTITUDES/
 BEHAVIOUR/
 IMPATIENCE..... 4,
 DRIVER
 INEXPERIENCE/
 YOUNG DRIVERS..... 5,
 OLDER DRIVERS..... 6,
 INATTENTION/ LACK
 OF CONCENTRATION.. 7,
 CARELESSNESS/
 NEGLIGENT DRIVING. 8,
 DRIVER TRAINING/
 INSUFFICIENT
 TRAINING..... 9,
 DRIVER FATIGUE.... 10,
 DISREGARD OF ROAD
 RULES..... 11,
 IGNORANCE OF ROAD
 RULES..... 12,
 ROAD DESIGN/ POOR
 ROAD SIGNS..... 13,
 ROAD CONDITIONS/
 TRAFFIC CONGESTION 14,
 WEATHER CONDITIONS 15,
 VEHICLE DESIGN.... 16,
 VEHICLE
 MAINTENANCE/ LACK
 OF MAINTENANCE.... 17,
 LEVEL/ LACK OF
 POLICE ENFORCEMENT 18,
 OTHER ROAD USERS.. 19,
 OTHER (SPECIFY)... 20,
 DON'T KNOW/CAN'T
 SAY..... 21,

22, 30, 38, 46,
 23, 31, 39, 47,
 24, 32, 40, 48,
 25, 33, 41, 49,
 26, 34, 42, 50,
 27, 35, 43,
 28, 36, 44,
 29, 37, 45,

Q5. What is the most important skill
 or ability required of a driver to
 drive safely?
 DO NOT AID
 RECORD ONE RESPONSE ONLY
 IF OTHER HIGHLIGHT OTHER AND TYPE IN
 RESPONSE

VEHICLE HANDLING/
 KNOWLEDGE OF
 VEHICLE..... 12 1
 JUDGEMENT OF SPEED 2
 JUDGEMENT OF
 DISTANCE..... 3
 ALERTNESS/
 AWARENESS/
 REACTION TIME..... 4
 CONCENTRATION..... 5
 EXPERIENCE..... 6
 CARE/
 CONSIDERATION OF
 OTHER ROAD USERS/
 PATIENCE..... 7
 ADHERENCE TO ROAD
 RULES..... 8
 ABILITY TO
 PREDICT/ FORECAST
 TRAFFIC MOVEMENT/
 DEFENSIVE DRIVING. 9
 COMMONSENSE..... 10
 OTHER (SPECIFY)... 11
 DON'T KNOW/CAN'T
 SAY..... 12

13 23 33 43
 14 24 34 44
 15 25 35 45
 16 26 36 46
 17 27 37 47
 18 28 38 48
 19 29 39 49
 20 30 40 50
 21 31 41
 22 32 42

Q6. For what reason do you think motorists are most often stopped by the police?
DO NOT AID
RECORD ONE RESPONSE ONLY
IF OTHER HIGHLIGHT OTHER AND TYPE IN RESPONSE

| | | | | |
|---|----|----|----|----|
| RANDOM BREATH TESTING..... | 13 | 1 | | |
| DRINK DRIVING..... | | 2 | | |
| DRIVING ERRATICALLY/ CARELESSLY/ DANGEROUSLY..... | | 3 | | |
| SPEEDING/ EXCESSIVE SPEED... | | 4 | | |
| BREAKING ROAD RULES..... | | 5 | | |
| VEHICLE DEFECT SPOT CHECK..... | | 6 | | |
| UNROADWORTHY VEHICLE..... | | 7 | | |
| DRIVING ON P-PLATES..... | | 8 | | |
| DRIVING FLASHY/ UNUSUAL CAR..... | | 9 | | |
| OTHER (SPECIFY)... | | 10 | | |
| DON'T KNOW/CAN'T SAY..... | | 11 | | |
| | 12 | 22 | 32 | 42 |
| | 13 | 23 | 33 | 43 |
| | 14 | 24 | 34 | 44 |
| | 15 | 25 | 35 | 45 |
| | 16 | 26 | 36 | 46 |
| | 17 | 27 | 37 | 47 |
| | 18 | 28 | 38 | 48 |
| | 19 | 29 | 39 | 49 |
| | 20 | 30 | 40 | 50 |
| | 21 | 31 | 41 | |

Q7A. Do you agree with the random breath testing of drivers?
IF NECESSARY: Breath testing for alcohol?

| | | |
|------------------------------------|----|---|
| YES..... | 14 | 1 |
| NO..... | | 2 |
| DON'T KNOW WHAT BREATH TESTING IS. | | 3 |
| DON'T KNOW/CAN'T SAY..... | | 4 |

Q7B. Have YOU been random breath tested in the last six months?

| | | |
|---------------------------|----|---|
| YES..... | 15 | 1 |
| NO..... | | 2 |
| DON'T KNOW/CAN'T SAY..... | | 3 |

IF BEEN RANDOM BREATH TESTED IN THE LAST SIX MONTHS CODE 1 ON Q7B ASK:

Q7B1. Was that breath test conducted on a weekday or a weekend?
IF MORE THAN ONE BREATH TEST ASK ABOUT THE LAST TIME.

| | | |
|---------------------------|----|---|
| WEEKDAY..... | 16 | 1 |
| WEEKEND..... | | 2 |
| DON'T KNOW/CAN'T SAY..... | | 3 |

Q7B2. At what time of the day was that breath test conducted?
IF MORE THAN ONE BREATH TEST ASK ABOUT THE LAST TIME.

| | | |
|---------------------------|----|---|
| 6AM - 10AM..... | 17 | 1 |
| 10AM - 4PM..... | | 2 |
| 4PM - 7PM..... | | 3 |
| 7PM - MID-NIGHT... | | 4 |
| MID-NIGHT - 6AM.... | | 5 |
| DON'T KNOW/CAN'T SAY..... | | 6 |

Q7C. A speed limiter is a device which restricts the speed of a vehicle. Heavy vehicles are now required by law to have speed limiting devices fitted. Would you support or oppose the fitting of speed limiting devices to ALL motor vehicles (including cars), to limit the speed to the maximum legal limit?

| | | |
|---------------------------|----|---|
| SUPPORT..... | 18 | 1 |
| OPPOSE..... | | 2 |
| DON'T KNOW/CAN'T SAY..... | | 3 |

Q8A. Do you personally have a current driver or motorcycle licence or permit?

| | | | |
|----------|----|---|------------|
| YES..... | 19 | 1 | GO TO Q8C1 |
| NO..... | | 2 | ASK Q8B |

IF DON'T HAVE A CURRENT DRIVER OR MOTORCYCLE LICENCE OR PERMIT CODE 2 ON Q8A ASK:

Q8B. Have you ever had a driver or motor cycle licence?

| | | | |
|----------|----|---|------------------------|
| YES..... | 20 | 1 | ASK Q8C2 GO TO Q14A |
| NO..... | | 2 | |

IF HAVE A CURRENT DRIVER OR MOTORCYCLE
LICENCE OR PERMIT CODE 1 ON Q8A ASK:

Q8C1. What licence or licences do you
hold?

CAR- LEARNERS
PERMIT..... 21 1,
CAR- PROVISIONAL
LICENCE P/PLATE... 2,
CAR- DRIVERS
LICENCE..... 3,
HEAVY VEHICLE
LICENCE..... 4,
BUS LICENCE..... 5,
MOTORCYCLE-
LEARNERS PERMIT... 6,
MOTORCYCLE-
PROVISIONAL
LICENCE..... 7,
MOTORCYCLE-
MOTORCYCLE LICENCE 8,
TAXI OR HIRE CAR
LICENCE..... 9,

IF HAVE HELD A DRIVER OR MOTORCYCLE
LICENCE OR PERMIT BUT NOT CURRENTLY
CODE 1 ON Q8B ASK:

Q8C2. What licence or licences have
you held?

CAR- LEARNERS
PERMIT..... 22 1,
CAR- PROVISIONAL
LICENCE P/PLATE... 2,
CAR- DRIVERS
LICENCE..... 3,
HEAVY VEHICLE
LICENCE..... 4,
BUS LICENCE..... 5,
MOTORCYCLE-
LEARNERS PERMIT... 6,
MOTORCYCLE-
PROVISIONAL
LICENCE..... 7,
MOTORCYCLE-
MOTORCYCLE LICENCE 8,
TAXI OR HIRE CAR
LICENCE..... 9,

IF HAVE A CURRENT OR HAVE EVER HELD A
DRIVER OR MOTORCYCLE LICENCE OR PERMIT
CODE 1 ON Q8A OR CODE 1 ON Q8B ASK:

Q9 TO Q13 ARE ASKED OF ONLY PAST
OR PRESENT HOLDERS OF DRIVER OR
MOTORCYCLE LICENCES OR PERMITS
CODE 1 ON Q8A OR CODE 1 ON Q8B.

Q9A. Most States have what is
effectively a zero BLOOD ALCOHOL
CONTENT for new drivers under 25 years
of age in their first 3 years of
driving. Do you agree with this limit?

YES..... 23 1
NO..... 2
DON'T KNOW/CAN'T
SAY..... 3

There is some evidence that young
drivers are more likely to be
involved in crashes late at night
and with passengers in the
vehicle.

Q9B. Do you support restricting them
from driving late at night i.e. after
11pm?

YES..... 24 1
NO..... 2
DON'T KNOW/CAN'T
SAY..... 3

Q9C. Do you support restricting them
from carrying their friends as
passengers?

YES..... 25 1
NO..... 2
DON'T KNOW/CAN'T
SAY..... 3

Q10. Which of the following statements
BEST describes your attitudes to
drinking and driving?
READ OUT ANSWER PLACES.

I don't drink at
any time..... 26 1
If I am driving, I
don't drink..... 2
If I am driving, I
restrict what I
drink..... 3
If I am driving, I
don't restrict
what I drink..... 4
(DON'T READ) DON'T
KNOW/CAN'T SAY.... 5

Q12. When you choose a speed at which
to drive, if there is no other traffic
around, do you generally drive at...
READ OUT ANSWER PLACES

The legal speed
limit?..... 27 1 GO TO
Q14A
A speed other than
the speed limit... 2 ASK Q13
(DON'T READ) DON'T
KNOW/CAN'T SAY.... 3 GO TO
Q14A

IF CHOOSE TO DRIVE AT A SPEED OTHER THAN THE SPEED LIMIT CODE 2 ON Q12 ASK:

Q13. Would that be faster or slower than the legal speed limit?

FASTER..... 28 1
SLOWER..... 2
DEPENDS ON
CONDITIONS..... 3
DON'T KNOW/CAN'T
SAY..... 4

ASK EVERYONE

Q14A. When travelling in a car how often do you wear a seat belt in the front seat either as a driver or passenger?

Would that be...
READ OUT ANSWER PLACES.

Always..... 29 1
Nearly always (ie
90% of the time).. 2
Most occasions.... 3
Sometimes..... 4
Not very often.... 5
Never..... 6
(DON'T READ)DON'T
KNOW/CAN'T SAY.... 7

Q14B. And in the rear seat would you wear a seat belt?

READ OUT ANSWER PLACES.

Always..... 30 1
Nearly always (ie
90% of the time).. 2
Most occasions.... 3
Sometimes..... 4
Not very often.... 5
Never..... 6
(DON'T READ)DON'T
KNOW/CAN'T SAY.... 7

IF HOLD A CURRENT DRIVER LICENCE OR PERMIT CODE 1 ON Q8A ASK:

Q15A1. How long have you had your drivers licence or permit?
IF MORE THAN ONE LICENCE OR PERMIT ACCEPT THE LONGEST.

Would that be...

READ OUT

Up to three years. 31 1
More than three
years..... 2
(DON'T READ)DON'T
KNOW/CAN'T SAY.... 3

IF HAVE HELD A DRIVER LICENCE OR PERMIT BUT DON'T NOW CODE 1 ON Q8B ASK:

Q15A2. How long did you hold your drivers licence or permit?

IF MORE THAN ONE LICENCE OR PERMIT ACCEPT THE LONGEST.

Would that be...

READ OUT

Up to three years. 32 1
More than three
years..... 2
(DON'T READ)DON'T
KNOW/CAN'T SAY.... 3

IF HOLD OR HAVE HELD A DRIVER LICENCE OR PERMIT CODE 1 ON Q8A OR Q8B ASK:

Q15B. How often would you drive a vehicle?

EVERY DAY..... 33 1
4-6 DAYS A WEEK... 2
2-3 DAYS A WEEK... 3
AT LEAST ONCE A
WEEK..... 4
LESS THAN ONCE A
WEEK..... 5
NEVER..... 6

Q17. Have you received a penalty for speeding in the last twelve months?

YES..... 34 1
NO..... 2
DON'T KNOW/CAN'T
SAY..... 3

Q18. When driving with young children do you place them in seat belts or child restraints....READ OUT ANSWER PLACES.

Always..... 35 1
Almost always.... 2
Sometimes..... 3
Never..... 4
(DON'T READ) DON'T
KNOW/CAN'T SAY.... 5

Q19. Some people have said that speed detection devices such as radar and speed cameras are MISUSED to collect MONEY FROM FINES for the government. Do you think that this statement is:
READ OUT ANSWER PLACES.

Always true..... 36 1
Often true..... 2
Sometimes true.... 3
Never True..... 4
(DON'T READ)DON'T
KNOW/CAN'T SAY.... 5

DATE 1Q-DEC-91

COMMUNITY ATTITUDES TO ROAD SAFETY SURVEY

Q20A. If an accurate hand held breath-alcohol tester was available at a purchase price of \$300.00 would you purchase one?

YES..... 37 1
NO..... 2
DON'T KNOW/CAN'T SAY..... 3

IF NO OR CAN'T SAY CODES 2 OR 3 ON Q20A ASK:

Q20B. If an accurate hand held breath-alcohol tester was available at a purchase price of \$200.00 would you purchase one?

YES..... 38 1
NO..... 2
DON'T KNOW/CAN'T SAY..... 3

A major hurdle to understanding crashes for road safety research is that information is held by a number of different organisations. For example, Police collect information on the nature of the crash and, hospitals on the nature of injuries.

Q21. It has been suggested that all information on crashes resulting in hospitalisation should be put together in one location to assist road safety research?

This information would be completely anonymous with no names used. Would you agree or disagree with this proposal?

AGREE..... 39 1
DISAGREE..... 2
DON'T KNOW/CAN'T SAY..... 3

Q22A. Have you seen an advertisement recently on television showing two men with a dog sitting in a vehicle talking about wearing seat belts?

YES..... 40 1
NO..... 2
DON'T KNOW/CAN'T SAY..... 3

IF SEEN THE ADVERTISEMENT CODE 1 ON Q22A ASK:

Q22B. What was the message you received from the advertisement?
RECORD ONE RESPONSE ONLY.
IF OTHER HIGHLIGHT OTHER AND TYPE IN RESPONSE.

SHOULD WEAR YOUR SEAT BELT WHEN DRIVING..... 41 1

MIGHT LOSE YOUR LICENCE IF YOU'RE CAUGHT WITHOUT IT. 2

NONE AS ALWAYS WEAR SEAT BELT ANYWAY..... 3

OTHER(SPECIFY).... 4

DON'T KNOW/CAN'T SAY..... 5

| | | | |
|----|----|----|----|
| 6 | 18 | 30 | 42 |
| 7 | 19 | 31 | 43 |
| 8 | 20 | 32 | 44 |
| 9 | 21 | 33 | 45 |
| 10 | 22 | 34 | 46 |
| 11 | 23 | 35 | 47 |
| 12 | 24 | 36 | 48 |
| 13 | 25 | 37 | 49 |
| 14 | 26 | 38 | 50 |
| 15 | 27 | 39 | |
| 16 | 28 | 40 | |
| 17 | 29 | 41 | |

Q22C. What did you think of the advertisement?
RECORD TWO RESPONSES ONLY
IF OTHER HIGHLIGHT OTHER AND TYPE IN RESPONSE.

LIKED IT..... 42 1,

FUNNY..... 2,

REAL, AS IT IS, THE REALITY..... 3,

DIDN'T LIKE IT.... 4,

MADE COUNTRY PEOPLE LOOK STUPID/ DUMB..... 5,

NOBODY TALKS LIKE THAT..... 6,

MUST HAVE BEEN MADE BY PEOPLE IN THE CITY..... 7,

UNFAVOURABLE TO THE POLICE..... 8,

OTHER(SPECIFY).... 9,

DON'T KNOW/ CAN'T SAY..... 10,

| | | | |
|-----|-----|-----|-----|
| 11, | 21, | 31, | 41, |
| 12, | 22, | 32, | 42, |
| 13, | 23, | 33, | 43, |
| 14, | 24, | 34, | 44, |
| 15, | 25, | 35, | 45, |
| 16, | 26, | 36, | 46, |
| 17, | 27, | 37, | 47, |
| 18, | 28, | 38, | 48, |
| 19, | 29, | 39, | 49, |
| 20, | 30, | 40, | 50, |

Q23A. Have you been in a road accident in the past three years?

YES..... 43 1
NO..... 2
DON'T KNOW/CAN'T SAY..... 3

IF BEEN IN A ROAD ACCIDENT CODE 1 ON Q23A ASK:

Q23B. Was this an accident where...

READ OUT ANSWER PLACES.

Someone was killed or needed to be hospitalised..... 44 1,

Someone was injured but did not need to be hospitalised..... 2,

There was major damage to a vehicle but no one was injured..... 3,

CAN'T SAY/DON'T KNOW (DON'T READ). 4,

NONE OF THE ABOVE (DON'T READ)..... 5,

| | | | |
|-----|-----|-----|-----|
| 6, | 18, | 30, | 42, |
| 7, | 19, | 31, | 43, |
| 8, | 20, | 32, | 44, |
| 9, | 21, | 33, | 45, |
| 10, | 22, | 34, | 46, |
| 11, | 23, | 35, | 47, |
| 12, | 24, | 36, | 48, |
| 13, | 25, | 37, | 49, |
| 14, | 26, | 38, | 50, |
| 15, | 27, | 39, | |
| 16, | 28, | 40, | |
| 17, | 29, | 41, | |

To make sure we have a good cross-section of people, I'd like to ask you a few questions about yourself.

Q25. What is your usual occupation?

STILL AT SCHOOL... 45 1
TERTIARY OR OTHER STUDENT..... 2
FULL TIME HOME DUTIES..... 3
RETIRED/ PENSIONER 4
UNEMPLOYED..... 5
WORKING..... 6

Q28

ASK Q26

IF WORKING ASK:

Q26. Would that be?

READ OUT ANSWER PLACES.

FULL-TIME..... 46 1

PART-TIME..... 2

Q27. What is your position and industry?

1: PROFESSIONAL
2: OWNERS OR EXECUTIVES
3: OWNERS OF SMALL BUSINESSES

1: SALES

2: SEMI-PROFESSIONAL
4: OTHER WHITE COLLAR
5: SKILLED
6: SEMI-SKILLED
7: UNSKILLED
8: FARM OWNERS

WORKERS
OCCUPATION

10:

FARM
NO

|_|_| 47

Q28. And what is the highest level of education you have reached?

IF OTHER, HIGHLIGHT OTHER AND TYPE IN RESPONSE.

PRIMARY SCHOOL ONLY..... 48 1

SECONDARY SCHOOL.. 2

TRADE QUALIFICATIONS/ TAFE COURSE..... 3

TERTIARY QUALIFICATION..... 4

OTHER..... 5

CAN'T SAY/DON'T KNOW..... 6

Q29. And may I have your postcode please?

IF CAN'T SAY, ESCAPE 0 AND ENTER SUBURB

|_|_|_|_| 49

Thank you for your time and assistance.

QSEX.RECORD SEX OF RESPONDENT

MALE..... 50 1

FEMALE..... 2

QINTER.RECORD YOUR OWN NAME FOR A TRUE AND HONEST INTERVIEW.

|_|_|_|_|_|_|_|_|_| 51

ATTACHMENT B: DELETIONS, MODIFICATIONS and ADDITIONS

Deletions

The following questions from Wave V were deleted from Wave VI:

Q6a. 50% of fatal road crashes occur in rural areas. Why do you think this is so?

Q6b. And what conditions would that be?

Q11. When you are driving, which kind of road user other than children are you most cautious about?

Q11a. Overall, do you think that motor cyclists are difficult to see in the daytime?

Q11b. Which group of pedestrians do you think are most 'at risk'?

Q11c. Elderly people (aged 60 plus) are particularly at risk as pedestrians. As a DRIVER, what action do you take if there are older pedestrians about?

Q11d. And as a DRIVER what action do you take if there are young children about?

Q16a. When travelling in a car how often do you wear a seat belt in the front seat either as a driver or passenger? would that be...

Q16b. And in the rear seat would you wear a seat belt...

Modifications

The following questions from Wave V were modified in Wave VI:

Q7c. Text added:

"...to limit speed to the maximum limit".

Q8c. What licence or licences do you hold/have you held?

was split into:

Q8c1. What licence or licences do you hold?

Q8c2. What licence or licences have you held?

Q9. Young drivers (17 to 25 years old) are twice as likely to be killed in road crashes occurring late at night with a number of passengers, than are older drivers. These accidents often involve alcohol. Given this, which of the following restrictions do you think would reduce deaths amongst young drivers?

- a. Not allowing any drinking of alcohol before driving or in other words, zero blood alcohol content when on the road?
- b. Restricting them from driving late at night i.e. after 11pm?
- c. Restricting them from carrying their friends as passengers?

was changed to:

Q9a. Most states have what is effectively a zero BLOOD ALCOHOL CONTENT for new drivers under 25 years of age in their first 3 years of driving. Do you agree with this limit?

Q9b. Do you support restricting them from driving late at night i.e. after 11pm?

Q9c. Do you support restricting them from carrying their friends as passengers?

A. How long have you had/did you hold your drivers licence or permit?

Split into:

Q15a1.How long have you had your drivers licence or permit?

Q15a2.How long did you hold your drivers licence or permit?

B. How often would you drive your car?

Wording changed to:

Q15b. How often would you drive a vehicle?

C. Age of respondent moved to first question as screen for quotas.

I. Have you been involved in a road crash as a driver, passenger or road user in the last three years?

Changed to:

Q23a. Have you been in a road accident in the past three years?

Q23b. Was this an accident where...

Someone was killed or needed to be hospitalised

Someone was injured but did not need to be hospitalised

There was major damage to a vehicle but no-one was injured

Additions

The following questions were added to Wave VI:

If 'YES' to Q7b: "Have YOU been random breath tested in the last six months?":

Q7b1. Was that breath test conducted on a weekday or weekend?

Q7b2. At what time of the day was that breath test conducted?

Q17. Have you received a penalty for speeding in the last twelve months?

Q18. When driving with young children do you place them in seat belts or child restraints...

Q19. Some people have said that speed detection devices such as radar and speed cameras are MISUSED to collect MONEY FROM FINES for the government. Do you think that this statement is...

Q20a. If an accurate hand held breath-alcohol tester was available at a purchase price of \$300.00 would you purchase one?

Q20b. If an accurate hand held breath-alcohol tester was available at a purchase price of \$200.00 would you purchase one?

Q21. It has been suggested that all information on crashes resulting in hospitalisation should be put together in one location to assist road safety research?

This information would be completely anonymous with no names used.

Would you agree or disagree with this proposal?

Q22a. Have you seen an advertisement recently on television showing two men with a dog sitting in a vehicle talking about wearing seat belts?

Q22b. What was the message you received from the advertisement?

Q22c. What did you think of the advertisement?

ATTACHMENT C: SAMPLE DISTRIBUTION AND QUOTAS

| | Number of interviews | 15-24 Years #ints | 25-39 Years #ints | 40+ Years #ints | % of Aust. Pop. |
|-------------------------------|----------------------------|-------------------------|-------------------------|-----------------------|-----------------------|
| NEW SOUTH WALES | 150 | 34 | 46 | 70 | 34.7 |
| Sydney | 92 | 21 | 28 | 43 | 22.3 |
| Rest of NSW | 58 | 13 | 18 | 27 | 12.4 |
| VICTORIA | 163 | 37 | 50 | 76 | 26.2 |
| Melbourne | 115 | 25 | 36 | 54 | 18.1 |
| Rest of VIC | 48 | 12 | 14 | 22 | 8.1 |
| QUEENSLAND | 151 | 36 | 46 | 69 | 16.1 |
| Brisbane | 66 | 16 | 20 | 30 | 7.1 |
| Rest of QLD | 85 | 20 | 26 | 39 | 9.0 |
| SOUTH AUSTRALIA | 156 | 35 | 49 | 72 | 8.8 |
| Adelaide | 110 | 25 | 35 | 50 | 6.2 |
| Rest of SA | 46 | 10 | 14 | 22 | 2.6 |
| WESTERN AUSTRALIA | 159 | 36 | 54 | 69 | 8.9 |
| Perth | 108 | 25 | 38 | 45 | 6.1 |
| Rest of WA | 51 | 11 | 16 | 24 | 2.8 |
| TASMANIA | 106 | 29 | 30 | 47 | 2.8 |
| Hobart | 39 | 9 | 12 | 18 | 1.1 |
| Rest of TAS | 67 | 20 | 18 | 29 | 1.7 |
| NORTHERN TERRITORY | 104 | 28 | 46 | 30 | 0.8 |
| Darwin | 52 | 14 | 23 | 15 | 0.4 |
| Rest of NT | 52 | 14 | 23 | 15 | 0.4 |
| ACT | 50 | 12 | 20 | 18 | 1.7 |

In interpreting survey results, it should be remembered that all sample surveys are subject to sampling variance, that is, the extent to which the results may differ from what would be obtained if the whole population had been interviewed. The size of such sampling variance depends largely on the number of interviews.

The tables opposite may be used in estimating sampling variance. The computed allowances have taken into account the effect of the sample design upon sampling variance. They may be interpreted as indicating the range (plus or minus the figure shown) within which the results of repeated samplings in the same time period could be expected to vary, 95 percent of the time, assuming the same sampling procedure, the same interviews, and the same questionnaire.

Table A shows how much allowance should be made for the sampling variance of a percentage.

The table would be used in the following manner: Say a reported percentage is 33 for a group which includes 1500 respondents. Go to row "percentage near 30" in the table then to the column headed "1500". The number at this point is three which means that the 33 percent obtained in the sample is subject to a sampling variance of plus or minus three points. Another way of saying it is that very probably (95 chances out of 100) the average of repeated samplings would be somewhere between 30 and 36, with the most likely figure the 33 obtained.

In comparing survey results in two sub-samples, such as men and women, the question arises as to how large a difference between them must be before one can be reasonably sure that it reflects a real difference. In tables B and C, the number of points which must be allowed for in such comparisons is indicated.

For percentages near 20 or 80, use Table B, for those near 50, Table C. For percentages in between, the variance to be allowed for is between that shown in the two tables.

Here is an example of how the tables should be used: Say 50 percent of men and 40 percent of women respond the same way to a question; a difference of 10 percentage points. Can it be said with any assurance the 10 point difference reflects a real difference between men and women on the question?

Because the percentages are near 50, consult Table C. Say the two samples are about 750 persons each, look for the place in the table where the column and row labelled "750" converge. The number six appears there. This means the allowance for variation should be six points, and the conclusion that the percentage among men is somewhere between four and 16 points higher than the percentage among women would be wrong only about five percent of the time. In other words, there is a considerable likelihood that a difference exists in the direction observed and that it amounts to at least four percentage points.

If, in another case, male respondents amount to 22 percent, and females to 24 percent, consult Table B because these percentages are near 20. The column and row labelled "750" converge on the number five. Obviously, then, the two point difference is inconclusive.

Recommended Allowance for Sampling Variance of a Percentage

Table A: In Percentage Points (at 95 in 100 confidence level)*

| Percentages near: | Sample Size | | | | | | |
|-------------------|-------------|------|-----|-----|-----|-----|-----|
| | 1500 | 1000 | 750 | 600 | 400 | 200 | 100 |
| 10 | 2 | 2 | 3 | 3 | 4 | 5 | 7 |
| 20 | 2 | 3 | 4 | 4 | 5 | 7 | 9 |
| 30 | 3 | 4 | 4 | 4 | 6 | 8 | 10 |
| 40 | 3 | 4 | 4 | 5 | 6 | 8 | 10 |
| 50 | 3 | 4 | 4 | 5 | 6 | 8 | 11 |
| 60 | 3 | 4 | 4 | 5 | 6 | 8 | 10 |
| 70 | 3 | 4 | 4 | 4 | 6 | 8 | 10 |
| 80 | 2 | 3 | 4 | 4 | 5 | 7 | 9 |
| 90 | 2 | 2 | 3 | 3 | 4 | 5 | 7 |

Recommended Allowances for Sampling Variance of the Difference

Table B: In Percentage Points (at 95 in 100 confidence level)*

| Size of other sample | Percentages near 20 and 80 | | | |
|----------------------|----------------------------|-----|-----|-----|
| | Sample Size | | | |
| | 750 | 600 | 400 | 200 |
| 750 | 5 | 5 | 6 | 8 |
| 600 | 5 | 6 | 6 | 8 |
| 400 | 6 | 6 | 7 | 8 |
| 200 | 8 | 8 | 8 | 10 |

Table C:

| Size of other sample | Percentages near 50 | | | |
|----------------------|---------------------|-----|-----|-----|
| | Sample Size | | | |
| | 750 | 600 | 400 | 200 |
| 750 | 6 | 7 | 7 | 10 |
| 600 | 7 | 7 | 8 | 10 |
| 400 | 7 | 8 | 8 | 10 |
| 200 | 10 | 10 | 10 | 12 |

For a Normal sample the formula to calculate these figures is:

$$E = 2 \times \sqrt{\frac{P(100-P)}{N}} \text{ where } E = \text{estimated variance (standard deviation)}$$

P = percentage survey estimate
N = size of sample

These figures in the above tables makes allowance for our sample not being a census.

* The chances are 95 in 100 that the sampling error is not larger than the figures shown.